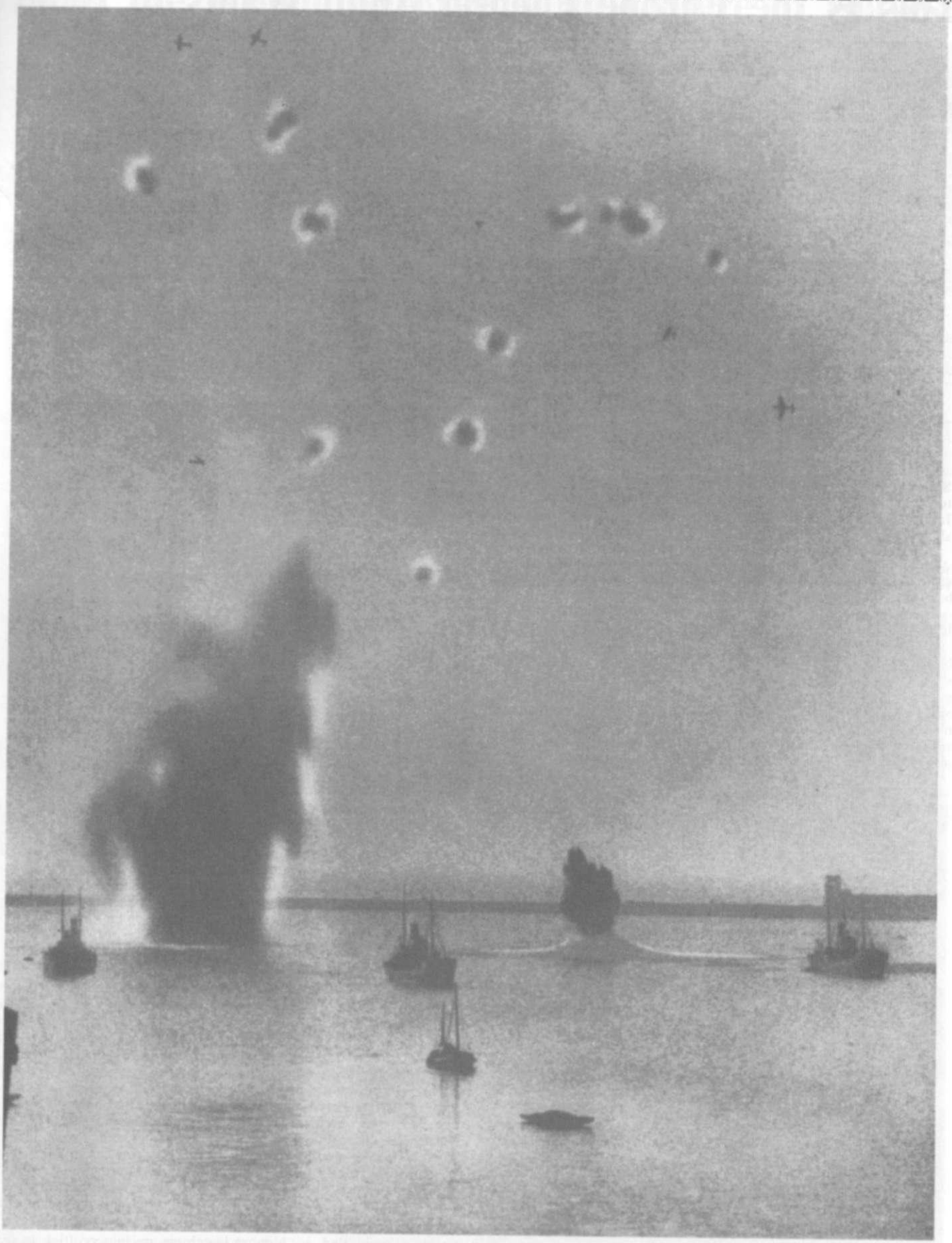


THE HEIGHT OF AERIAL BATTLE IN THE VICTORY OF DOVER

What may be described without exaggeration as being the world's most dramatic air-raid picture is this of Dover Harbour at the height of the German bombing attack delivered on Monday, July 29. The sky is peppered with anti-aircraft shells, through which dodge five of the Nazi dive-bombers—Junkers 87. Two bombs are exploding near shipping lying at anchor, not one of which was damaged, as may be seen from the photograph in page 120 taken from the same point after the raiders had passed. Altogether 80 German 'planes took part, and of these 17 were accounted for.

Photo Associated Press; Exclusive to The War Illustrated

This Is the Europe Fuehrer Adolf Wants to Build

Intoxicated by his successes on the Continent, Adolf Hitler is now reported to be busily engaged in preparing plans for the remaking of Europe according to his heart's desire. What lines his proposals may be expected to take are described here by E. Royston Pike.

HITLER has dreamed a dream, and is fast giving it shape and size and form. It is the dream of a United Europe which through so many centuries of the Middle Ages entangled Popes and Emperors in a web of rivalry and war ; the dream which came to Napoleon in the watches of the night, disturbed by the gnawing cancer in his stomach or the blood-spattered wraiths of the men who died at Marengo or on the road from Moscow ; the dream which might have been realized at Versailles if Clemenceau had not been so old, Lloyd George so opportunist, if Wilson had not been so filled with the stuffiness of the professor's study. Once and once only has that dream come down to earth, when eighteen hundred years ago " absolute power under the guidance of virtue and wisdom "—the phrase is Gibbon's —ruled the Roman Empire from the wall of Antonine between the Forth and Clyde to the deserts of Persia, 3,000 miles and more away. Now it has fallen to Adolf, son of Schuecklgruber, customs-collector at Braunau, to attempt afresh what Charlemagne and Innocent and Napoleon failed to do. And shall Hitler succeed where they failed ?

Not only is Hitler possessed of the sublimest self-confidence, not only does he display a ruthlessness which Machiavelli might have regarded with wondering admiration, but he has at his disposal a military force, a martial equipment, such as (fortunately, perhaps) has never been granted to any of his predecessors on the road of empire. With these aids and advantages he has effected a clearance in Europe which surpasses even that effected by the men who 150 years ago set out to conquer Europe to the tune of the Marseillaise and with the intoxicating words " Liberté, Egalité, Fraternité " emblazoned on their banners. In a few short weeks he has driven kings and queens from their thrones, presidents and cabinets into exile ; countries have been overrun, peoples enslaved, constitutions swept away, the political framework of great states dissolved and the whole structure of Western society undermined and sent crashing into ruin.

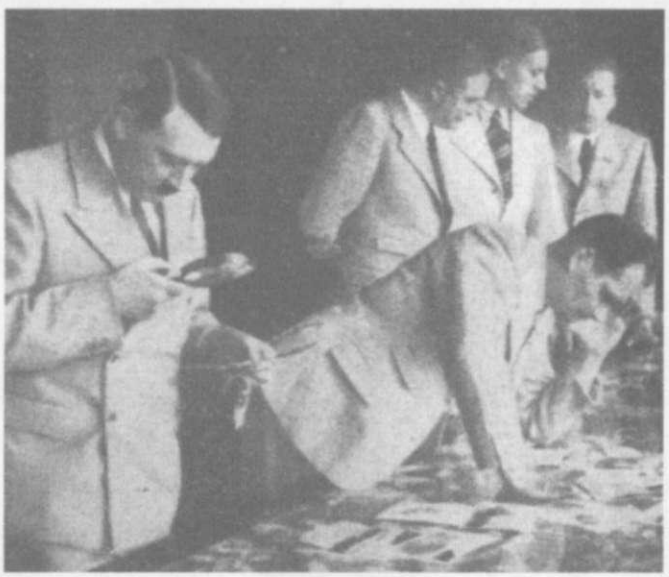
So complete a victory, so vast a triumph, could never have been won on the field of battle alone. Hitler's generals have achieved great victories in the field, but they could not have triumphed without the work of his spies, his saboteurs, his agents of one kind and another in all the countries he has ruined. Not fighting but treachery has been the lever which has brought down Holland and Belgium, Norway and France.

In all the assailed countries he has had no difficulty in finding tools who were willing to play his game, to serve his purpose — politicians on the make who would rather be lackeys of the powerful foe than nobodies in opposition, newspaper proprietors willing to accept favours and even hard cash, rich men whose money-bags outweighed their patriotism, capitalists who still deluded themselves into believing that Hitler is a bulwark against the Bolshevik flood, young men who have received education but no jobs, public officials whose eyes have been dazzled by the glittering prizes thrown open to obscure men in a Europe where the old order has been swept away.

This is the really tremendous fact about Hitler's victory. Better far had it been if his victory had been won on the battlefield only, for nations defeated in war have often recovered in the years of peace, as Prussia recovered after Jena, as France recovered after Waterloo and Sedan. But in this war the rot has gone deep ; the disasters in the field have been combined with assaults on the social and economic structure delivered not from without, but from within, by such men as Quisling, Mussert, Henlein, and Laval, to choose just four out of the portrait-gallery of defeatists.

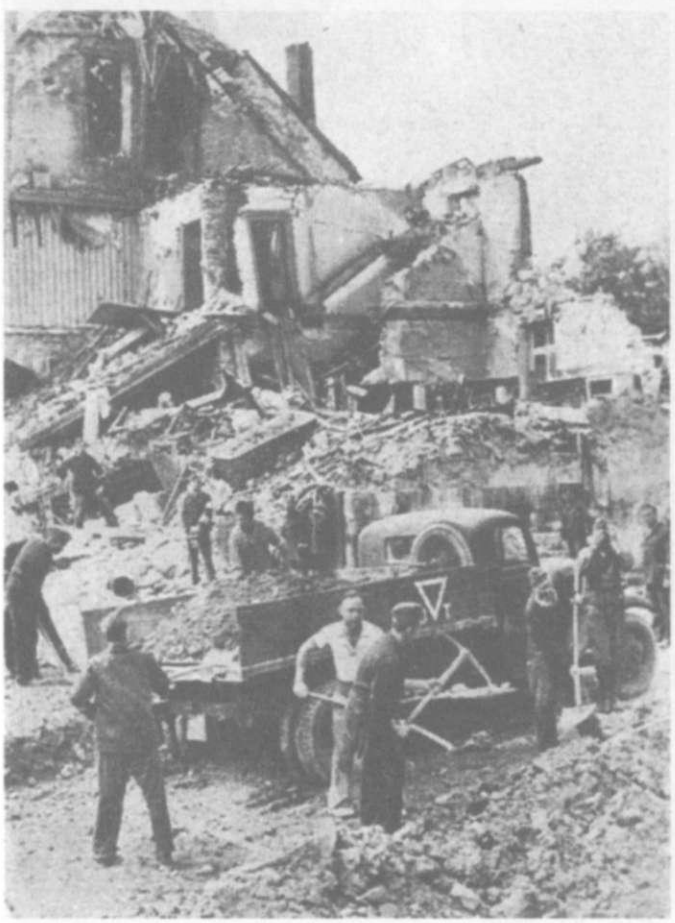
Because his victory has been won not only by the Nazi generals and the Nazi soldiers who stormed the forts of Verdun, who swamped the guns on the Somme in such an abandon of ideological intoxication, but by men within the gates of his victims, Hitler can now indulge in an orgy of planning and reconstruction such as even Napoleon can hardly have dreamed of. He plays with nations, he juggles with boundaries. He calls this people " home to the Reich," and dispatches that to a prison camp. For him Europe is a chequer-board about whose squares men and women by the thousand, by the tens of thousand, are moved as the veriest pawns.

Now at length we are in a position to see something of those things to come which have long been stirring in Hitler's fecund brain. The Europe nurtured in the ideals of democratic liberalism, the Europe which



The man who might be Emperor Adolf I is here seen inspecting with the closest interest documents and photographs which fell into his hands when the Nazis captured what had been only recently French General Headquarters.

From the " Berliner Illustrierte Zeitung "



In the new Europe which Hitler is planning to build Alsace-Lorraine will almost certainly be among the territories " restored " to the Reich. Perhaps this explains the eagerness with which all traces of the war are being removed from the region. This photograph shows a German labour unit cleaning up the wreckage caused by the bombardment of an Alsatian town. *Photo, Keystone*

Only He Would Be Free in an Empire of Slaves!

enshrines the traditions born of 2,000 years and more of civilized existence, is to be swept away, and in its place we are to find a continent from which such liberties as we have known are to be banished for evermore. Europe is to be imprisoned in a system of rigid caste, such as for thousands of years has held the Indian spirit in an unyielding, inelastic grasp. It is to be like a pyramid at whose summit will flaunt in riches and such elegancies as have survived the chieftains of the Nazi state. Closely associated with them is a vast army of bureaucrats in every country of the Nazi Reich. Below these is the great mass of the German people, men and women supposedly of the purest Nordic race, with never a grandparent in whose veins runs a single drop of Jewish blood; these are to have the satisfaction, such as it is, of knowing that they belong to the dominant race and that, hard-worked and deprived of individual liberty as they are, there are other peoples within the bounds of their empire who are worked harder still and have even fewer rights and privileges. These constitute the next layer of the pyramid—the Czechs and the Poles, the Scandinavians and the Dutch, the Belgians and the French, whose function it will be to serve as hewers of wood and drawers of water for the privileged race above them. But theirs is not the last layer: there are still the lesser breeds without the law, the Jews and the "niggers" who are doomed to an existence which even coolies would not envy.

Just as individual men and women will be predestined to belong to one or other of the social grades, so each country in the Europe of the Nazi Reich is to have its settled place. Never again is Europe to be a patchwork of sovereign independent states each with its government and its army, its host of customs officials, collected within and behind a high tariff wall. So far, it may be said, so good; for of all the disastrous mistakes committed by the treaty-makers at Versailles, surely the worst was the creation of this jigsaw puzzle in which countries which economics decreed should be interdependent were given the right to strive to maintain an independent self-sufficiency.

Everything For the Germans

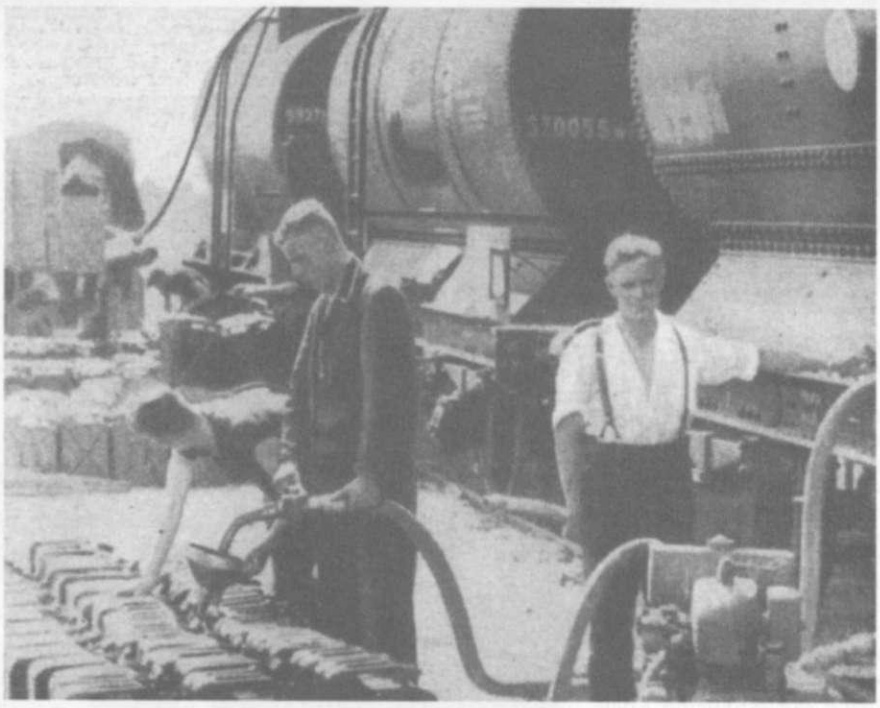
But closer acquaintance with the Nazi plan leads to disillusion. Hitler is no disciple of Cobden, but in his planning is solely concerned with what he considers to be the welfare of the German people. Germany itself is to be the manufactory of the Empire, and its workers engaged at the skilled and most profitable tasks will naturally receive the highest wages and enjoy the best advantages of labour. But the other lands are in their economics as in their political structure to be made completely subordinate. Denmark is to be a farm supplying butter and eggs and bacon for the breakfast-tables of Germany, Poland and Rumania are to be granaries, Holland is to be a nation of carriers, while France is to revert to the land of peasants, such as it was in the days of the Louis, but henceforth producing wine and corn for the refreshment of the Nazis.

There is to be a similar "division of labour" even amongst the cities; Munich seems to be destined to be the capital of Greater Germany. Nuremberg, perhaps, will recover its imperial standing, and its quaint old houses may look down on Emperor Adolf I riding through its streets with his characteristic forelock peeping incongruously from beneath the crown of the Holy Roman Empire.

Then there is Paris. Paris is scheduled to be the "fun city" of the Reich—the place to which the Nazi chiefs will repair when they have tired of their stolid fraus and their pudding-faced fräuleins. Its factories may be permitted to continue their output of ladies' handbags and powder-puffs, but it will be pre-eminently the city of the nude and naughty, of lovelies and lingerie, whose boulevards will be the perpetual parade-ground of the international of the demi-monde.

This is the Europe that Hitler would build, Adolf Hitler, the son of Schueck'lgruber; Adolf Hitler, the "conquering Fuehrer," who but for the mistakes, the faults, the sins and crimes of little men in high places might still be peddling his picture-postcards to the tourists in Vienna.

So far as is possible the industries of France will be transferred to Germany, but even if not transferred, it is highly unlikely that the Nazis would allow the famous Creusot works (which Nazi soldiers are regarding above) to continue to function. These were established by the Schneider brothers in 1836 and for years have been the most important of France's ordnance factories.



Following the military breakdown of France the Nazis laid greedy hands on all the war material that had not been exhausted by the weeks of battle. Perhaps the most valuable item in their booty was the petrol supplies. As seen here, they hastened to fill their depleted tanks from France's oil reserves. *Photos, Associated Press*

The Nazis Glory Over Their Fallen Foe

The fullest possible use of the camera is made by the Nazis for home propaganda by displaying the completeness of the German triumph over France. Left, an obviously staged photograph of steel helmets said to have been thrown down on the field by defeated French soldiers. They will go to the scrap-heap, as does all the metal booty. Below, men of a German Salvage Corps collecting French helmets and damaged rifles and machine-guns, also to be melted down to make other munitions.

The Germans have stripped Paris of every commodity of which they were short. Here a wholesale tobacconist's warehouse has been turned into a depot for Nazi troops.

In those parts of France which the Germans think they will never hand back, Nazi "Artisan Work Companies" are removing all the scars of war. In the photograph above, trenches are being filled in and barbed wire taken away from former French front-line positions in Alsace. Meanwhile the ordinary folk of France are a sorrowful people, as is witnessed by the sad faces of these citizens of Bordeaux leaving the 1914-18 war memorial after the signing of the Armistice that betrayed them.

Photos, "New York Times," E.N.A. and Keystone

These Were the Last Defenders of Arras

Here we give another chapter in the story of the British Expeditionary Force's great fight against the Nazi hordes in the early summer of 1940. It is told in the words of Mr. Douglas Williams, War Correspondent of the "Daily Telegraph," through whose courtesy we are enabled to reprint it here.

Of all the towns in the B.E.F. area of Northern France, none except Dunkirk is better known to British soldiers or to the British public than Arras, a comfortable little market-town of 20,000 people, whose ancient cobble-stones through the centuries have echoed to the marching feet of armies of all nations.

From October, 1939, to May, 1940, Arras was the nerve-centre of the British Expeditionary Force. There Lord Gort had his headquarters, and through its glass-domed station in packed trains, or down its main streets in rattling lorries, passed at one time or other most of the units that made up the B.E.F.

It may, therefore, be of special interest to describe its siege, and its defence by a heroic but inadequate garrison until, reduced to a shambles of shattered brick, with its streets ankle-deep in broken glass, the burning city was finally abandoned to the advancing Panzer divisions of the German Army.

The story begins on May 18, when rear G.H.Q.—Lord Gort's advanced headquarters at that time being in Belgium—decided, under the threat of enemy tanks reported as near as St. Quentin, to retire. The defence of the city and the surrounding area was handed over to Gen. Petre, summoned from his 12th Division Headquarters at Abbeville, who later came under the orders of General Franklyn as G.O.C. of the area, with headquarters at Vimy.

Major-General R. L. Petre, to whom Lord Gort handed over the command at Arras, fought in the last war in Gallipoli and Mesopotamia.
Photo, Lafayette

Available troops, necessarily scanty, were disposed to the best advantage to meet the Germans. The 36th Infantry Brigade (commanded by Brigadier Roupell, V.C.), which was subsequently overrun by the Germans, was posted round Doullens, to guard the back areas, with one battalion (Royal West Kents) detached to guard the Somme crossings at Péronne. Two brigades of the 23rd Division, Territorials, were strung along the Canal du Nord, to face the enemy coming through the 20-mile gap they had made in that area.

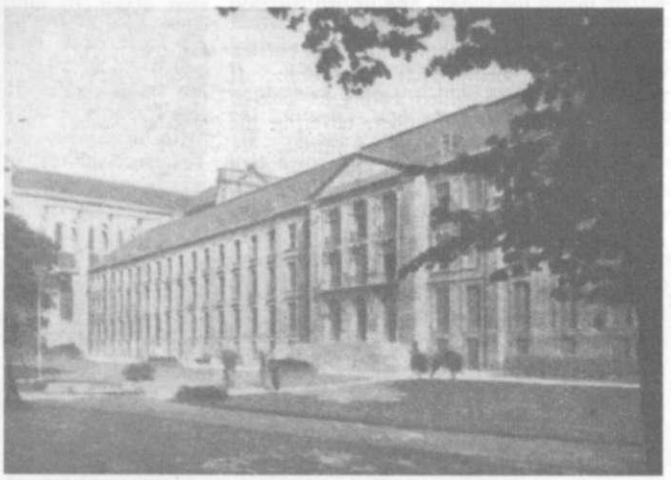
For the defence of the city itself were available one battalion of Welsh Guards, some mixed units of G.H.Q. troops, such as construction companies, supply details, and the like, and a somewhat battered French armoured division. Except for the Welsh Guards, the British troops, whose duties up to that time had been largely civilian, were necessarily ill-trained and ill-equipped to meet the formidable enemy. There was little or no artillery available, although later a battery of 25-pounders was lent by the 5th Division and a two-pounder anti-tank battery came from the 50th Division.

General Petre established his headquarters in the ancient pile of the Palais St. Vaast, whose underground cellars furnished perfect protection against air raids. Two officers were lent to him as Staff officers, but he had no clerks and no communications but a few gallant dispatch riders (plus a wireless set which worked intermittently) and one cipher officer. He was almost completely cut off from G.H.Q., except for the rare arrival of a liaison officer after a perilous trip over heavily shelled roads; he fully realized that the enemy was determined, at all costs, to capture Arras—a key city in the communications of Northern France.

Ammunition was plentiful, and there were stocks of food, including one of the N.A.A.F.I. depots, the luxurious stores of which, distributed gratis, were much enjoyed.

By this time the population of the city had dwindled to a mere 3,000, all of whom had sought refuge in civil A.R.P. shelters or in the famous caves, formed by the excavation through centuries of local building stone, in which during previous sieges the people of Arras had taken shelter from the enemy. The streets were deserted, houses and shops shuttered.

Arras was almost destroyed during the last war, but was completely restored, as this photograph of the Grande Place shows. Now the town has undergone a second martyrdom.
Photo, A. J. Insull, Copyright A.P. Ltd.



Here is the Palais St. Vaast, formerly the Abbey of St. Vaast, which General Petre defended so gallantly. It was rebuilt as a palace by Cardinal Rohan in 1754.
Photo, E.N.A.

In this map is seen the final line of retreat of the British forces from Arras after it was evident that overwhelmingly superior German forces made it impossible to hold out.
Courtesy of the "Daily Telegraph"

The defending troops were posted along the southern and eastern perimeter of the city in hastily constructed strong points and machine-gun posts. From May 20 heavy fighting developed, with frequent raids by dive bombers, which caused some casualties and made communications difficult. Welcome reinforcements arrived in the shape of the Green Howards and the Royal Northumberland Fusiliers, but enemy pressure was such that General Petre decided that he could not continue to hold the outskirts of the town on the south, and a withdrawal was ordered to the line of the railway station.

The bridge over the cutting was blown up,

Another Chapter in the Undying Story of the B.E.F.

Amongst the regiments which defended the Palais St. Vaast at Arras was a detachment of Welsh Guards, than whom, said a British soldier eye-witness, "I never hope to meet a braver crowd of men." These Welsh Guardsmen are training in patrol work early in 1940 in a French village that was wrecked by shell-fire in 1914-1918.

and the cutting itself, six or seven railway lines broad at that point, was converted into an impenetrable tank obstacle by piling railway trains together four or five deep. Engines with open throttles were allowed to smash into each other until the whole area was a solid mass of jumbled carriages and smashed rolling-stock, behind which, and from the windows of houses on the main square facing the station, the British garrison took up its new defensive position.

Heavy incendiary bombing was carried out by the enemy that afternoon. It started many fires, which, owing to lack of wind, continued to smoulder, covering the whole city with a pall of black smoke. By May 22 the pressure round the town had become intense, and Lord Gort, through General Franklyn, decided that some kind of offensive was essential.

The purpose of the attack was twofold. First, G.H.Q. was very anxious to make some co-operative attempt southwards to join hands with the French, who were understood to be on the eve of launching their eagerly awaited counter-attack northwards. Secondly, it was hoped to relieve the Arras garrison.

The task was entrusted to General Martell, of the 50th Division, who was given for the purpose one of his own brigades, consisting of Durham Light Infantry and a tank brigade.

General Martell was instructed to clear an area about 10 miles deep and four miles wide, west and south of Arras, by forming his forces into two small mobile columns which would advance along parallel lines a few miles apart. His troops had had little rest for several days, and, moreover, it was their first encounter with the Germans. Therefore the test was a high one for Territorials, and high praise is due to them for their gallantry.

Each column consisted of the following: one infantry battalion, one anti-tank battery, one battery 18-pounders, one company machine-guns, one tank battalion.

The operation went well in its initial stages. The left column did fine work, put many enemy tanks out of action, captured 400 prisoners, and killed many Germans. The right column made some progress, but was held up by unexpectedly heavy enemy forces, and was also upset by the erratic behaviour of the French armoured division, which, while co-operating with our forces, mistook our troops for Germans and opened fire on them. Unfortunately also about this time both commanding officers of the tank battalion were killed, while the commander of one of the infantry battalions was also killed when the tank in which he was riding suffered a direct hit from a German field-gun.

By 6 p.m. it became evident that further progress was impossible: from observation points reinforcements of enemy tanks, with infantry in buses, could be seen moving down the road from Cambrai. Some were destroyed by direct fire, but the pressure became greater and greater, and heavy counter-attacks were launched on the anti-tank localities which the two columns had established at Beaurains and Warlus.

The enemy also began a series of desperate attempts to cross the River Scarpe. A bridging train was destroyed by our artillery, but the German infantry continued to press forward in waves to launch their assault boats. Our Bren guns could not fire fast enough to cope with the packed masses of Germans, who dashed forward frantically, suffering tremendous losses.

At Last the Order to Withdraw

In view of the enemy's obvious superiority in strength, both columns began to withdraw north of the city, where General Petre's force had already realized that they could not hold out much longer. With much of the city burning, the streets harassed hourly by dive-bombing and with continual alarms at points all round the perimeter, defence was becoming more and more difficult. German forces, some of them appearing in various disguises, had already reached the area of the citadel, and preparations were discussed for a last stand at the Palais.

Finally, at 1.30 on the morning of May 24, a dishevelled and exhausted liaison officer arrived at General Petre's headquarters, after a five-hour motor trip, with orders from Lord Gort for a general withdrawal. Only two hours remained before daybreak, but the evacuation took place in perfect order.

It was started down the Douai road, but just outside Arras it was found that the bridge over the Scarpe had been prematurely blown up. It was at first considered a misfortune, but later turned out to be a blessing in disguise, for a scouting party of some twenty which had crossed the broken span were captured by a large party of Germans a short way down the road. The remaining columns were then switched to the Henin-Lietard road, which at that time was the only free exit from the beleaguered city, the Germans having occupied at least 330 deg. of the perimeter.

All that morning General Petre's force, together with remnants of the 5th and 50th Divisions, moved in a packed mass, nose to tail, down the narrow road; but, by some dispensation of Providence, not a single German 'plane was in the air, and the whole force reached comparative safety north of Douai without interference or casualties.

Another of the regiments whose names will ever be associated with the gallant defence of Arras is the Northumberland Fusiliers, who formed welcome reinforcements at the height of the enemy pressure. Here is a motor-cycle battalion of the famous regiment passing through a French village soon after the arrival of the B.E.F. in France in the autumn of 1939.

Photos, British Official: Crown Copyright

Air Blockade Is a Game That Two Can Play

Of late weeks there have been some new developments in the technique of the blockade, whether applied by Germany or by Britain. Here we review one fresh aspect—the air war against the vital centres of communication.

SINCE the day war began the Nazis have been doing their very utmost to blockade Britain. First they tried submarines, and then, when the U-boat menace proved not so successful as they had hoped, they developed the magnetic mine dropped by 'planes in the traffic channels close to our coast. But it was not long before the secret of the magnetic mine was out and the minelaying 'planes were chased away. So the Nazis had to think again.

Grand-Admiral Raeder had had his turn; now it was Field-Marshal Goering's. Plans were laid for an air blockade of the British Isles, and ere long they were in operation. Day after day the Nazi raiders crossed the North Sea or the English Channel and dropped their bombs as near as possible to the targets which had been selected. Unfortunately for them, most of the targets were thoroughly well defended, and so a number of bombs were unloaded on fields and commons or in the open sea without damage.

Blockade by air is not on all fours with blockade by sea. The aim of the submarine and of the surface-raider is to prevent ships arriving at their destinations in our ports, but the air blockader, though he may attempt to sink ships in convoy, finds his principal targets in the ports to which the ships must come; the lines of communication—railways, roads, goods yards, warehouses, and so on—along which the cargoes must pass to their destinations; and those destinations, whether they be munition works, where steel is converted into big guns or aluminium into aeroplanes, or the petroleum dumps where the petrol and oil from America and Iran are stored in bulk, or the food depots where are assembled the vast quantities of food supplies brought from every corner of the globe.

Certainly in a country so thickly populated and so highly industrialized as Britain, targets of this description are exceedingly numerous, and the really surprising thing is not that the Nazis come over so frequently, but that up to now, at least, the damage and disruption caused have been trifling. Such is the spirit of the British workers that it was recently decided that only if raiders were actually overhead would production of vital munitions be stopped, and already arrangements are being made for production to be carried on during the long hours of dark of wintertime.

Meanwhile, Britain is not content with a defensive war, but by means of the bombing 'planes of the R.A.F. is developing day and night an offensive of the greatest intensity. There is not a city or town in western and north-western Germany which has not learnt to dread the ominous note of our bombers, and neutral observers have told of the damage that has been caused to material and to morale. Dr. Goebbels may persist in telling the German people that the British air raiders are quite harmless, but the people of Hamburg, the Ruhr, and the Rhineland know better. Not for nothing is the German radio now urging the public to pay attention to the neglected subject of A.R.P., while many towns hitherto regarded as being quite safe are being evacuated. So great damage has been caused to certain German factories in the western part of the country that night shifts have had to be suspended for a week at a time, and detailed scales of allowances to be made to workpeople who lose work as a result of the air raids have been published in the German press.

Again, how disconcerting must have been the discovery that not only Nazi warplanes can lay mines! For some time past British bombers have been sowing mines in German waters, along the coast and in the river estuaries, and so the British sea blockade of Germany has been extended far beyond where the surface minelayers can penetrate, to (for example) the farthest limits of Germany's Baltic coast.

Thus more and more it becomes apparent that Hitler cannot win the war until the R.A.F. has been crushed—and what chance is there of that when the youth of the Empire is a vast reservoir of potential pilots and gunners, and to the product of Britain's aircraft factories now speeding ahead under the vigorous direction of Lord Beaverbrook is added the output of those many factories in America which, so he tells us, are being planned for the production of a total output of 3,000 'planes a month?

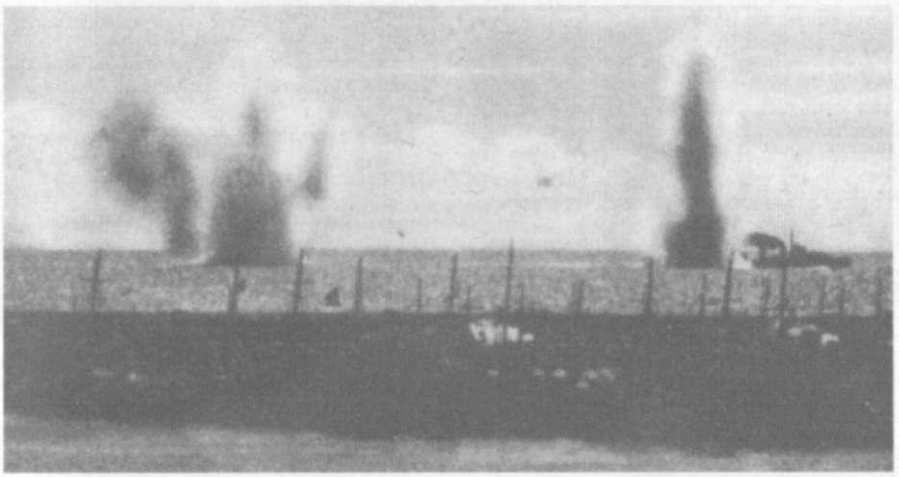
Attack on English Channel Convoy July 25, 1940

21 Coastal Vessels attacked by waves of 30 aircraft.

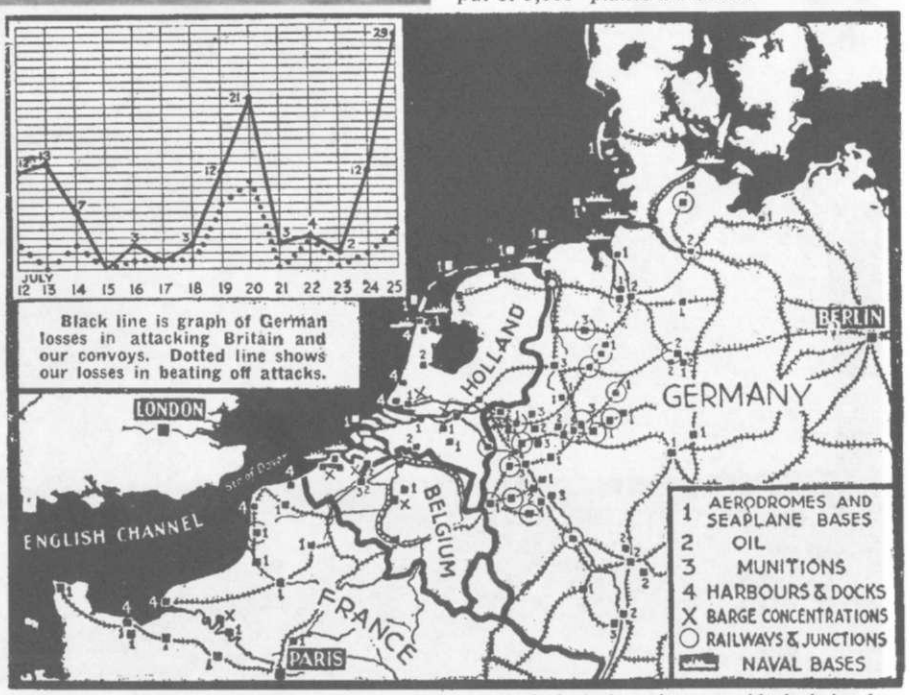
Sunk	5	Total tons	5,104
Damaged ..	5	,, ,, ...	5,133

2 Destroyers damaged by dive-bombers after attack by 9 Nazi M.T.B.s.

Nazi aircraft shot down 29



This, one of the first photographs taken of Germany's attempted blockade of Britain from the air, shows a convoy off the south-east coast being attacked by Nazi dive-bombers.
Photo, Planet News



This map and the curve above tell part of the story of blockade and counter-blockade by air. While, of course, the losses in convoy by air attack cannot be revealed, the Admiralty stated that up to July 8 only 47 ships had been lost in convoy since the war began. The graph covers the period July 12 to 25 and the map 1,000 raids by the R.A.F. on Germany and German-occupied territory.
Courtesy of "The Daily Mail"

This Battle of Dover Was Won in the Sky

What was described as the R.A.F.'s finest triumph was won over Dover Harbour on July 29, when an attack by wave after wave of Junkers and Messerschmitts was blown to pieces without being able to cause damage of the slightest importance to ship or harbour. Here is an impression of the principal incidents in that day of glorious battle.

DOVER on a sunny morning in late July. White cliffs crowned by the old castle's massive keep, crescent of houses with a long arm of buildings reaching out into the harbour, quays and breakwaters, and the basins of placid water disturbed by the tireless scurry of many ships, great and small.

First above the town a solitary Nazi 'plane appeared on a reconnaissance flight. Then shortly afterwards there dived from out of the sun a horde of German warplanes —30 or more Junkers 87 dive-bombers, protected by some 50 Messerschmitt fighters. In wave after wave the bombers swooped down on the harbour and the flotilla of varied craft, while above them the German fighters endeavoured to form a series of protective layers in the sky.

They Saw the Bombs Fall

But the defences were alert, and in a moment they blazed into action. A terrific anti-aircraft barrage was flung aloft, and two of the leading bombers received direct hits. The others came on, however, in their almost vertical dives. Those who watched on shore could see the bombs being released from the racks, could watch them as they fell; spouts of water rose high into the air and the boats in the harbour bobbed up and down like corks. On shore the houses shook with the reverberations of the bursting bombs and the crash of gunfire.

The Germans, we are given to understand, believed that there must be a time-lag between the moment of the bombers' assault and the arrival of the defending squadrons of fighters, but even before the dive-bombers had time to pull out of their dives, their escort was being attacked on every side by British Hurricanes and Spitfires. The sky became one vast battlefield in which the 'planes of friend and foe dived and twisted and somersaulted in the frenzy of battle. Eye-witnesses said the German machines seemed to fall like autumn leaves. One squadron of Spitfires sent four Messerschmitts and a bomber crashing into the sea, and a squadron of Hurricanes made a score of four Junkers and a fighter. One Spitfire pilot attacked three Junkers in succession; the first fell into the water after his opening burst of fire, the second went down in flames, and the third flew away crippled. In another battle two German machines followed each other in flames into the sea, while the British fighter responsible for their destruction flew along the sea-front just above the roofs on its way back to its base; its fuselage was riddled by bullets, but those who glimpsed it from below said they saw someone waving as if in triumph from the cockpit.

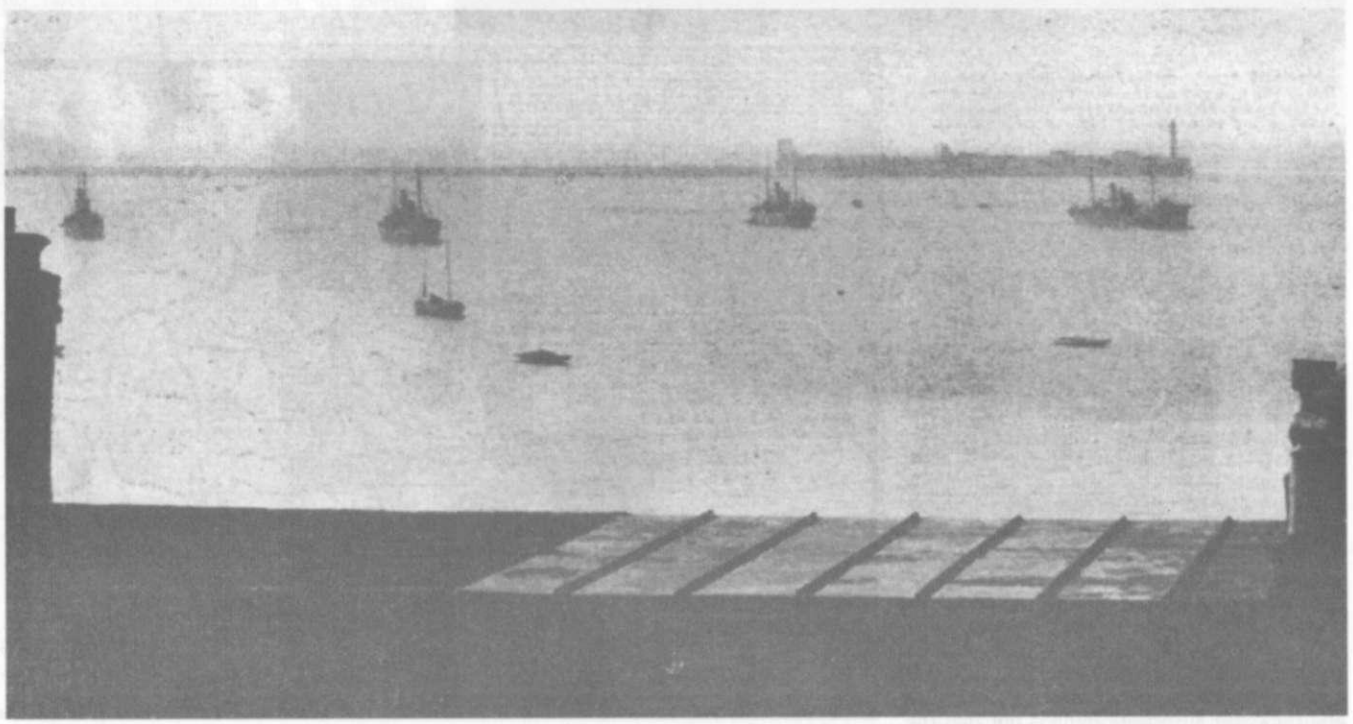
"For a time," said an onlooker, "there was a violent scrap up there. Machines were diving, machine-guns blazing away, and engines roaring as dogfights went on in different parts of the sky." Then after half-an-hour of this fierce fighting the Nazis, despite a pronounced numerical superiority at the outset, had had enough. In those 30 minutes eight of the dive-bombing Junkers had been destroyed and nine of the escorting Messerschmitts—17 out of a possible total of 80 enemy 'planes engaged, a 21 per cent loss. Their formations shattered, the survivors flew away across the Channel, closely pursued by the Hurricanes and Spitfires.

Shortly afterwards several more of the Nazi 'planes which had taken part in the battle came to a sudden end. One raider was shot down over the Channel just as he had dropped three whistling bombs near some small fishing boats. "We were trawling," said the skipper of one of the boats when he arrived safe back in harbour, "when suddenly a big black 'plane came out of the clouds not more than 500 feet above and dropped three bombs. The bombs exploded some distance away and almost lifted our small boats out of the sea." The boats made for the shore, but as they turned they heard machine-gun firing, and looking up they saw three British fighters tackling the German machine. *That* Junkers did not get back to Germany.

So closed the fiercest air battle to date that the war has seen. A massed onslaught on one of Britain's most important naval strongholds had been delivered and had been beaten off with heavy loss to the enemy, while not a single bomb fell on shore and the defenders' losses amounted to but one 'plane down and two damaged.

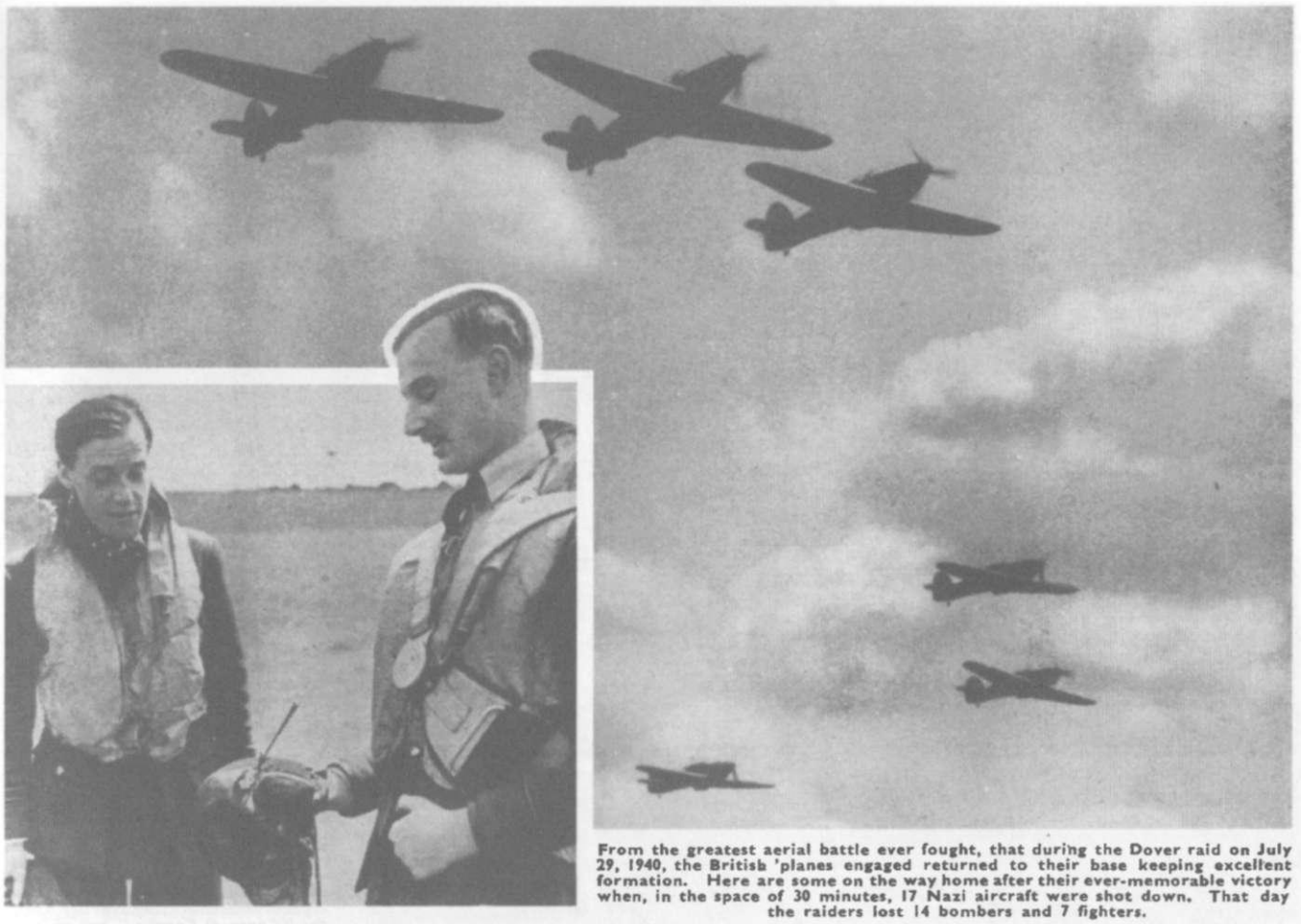
The Sky Was Cleared in An Hour

It all happened in less than an hour. Then the sky was clear again save for the British fighters cavorting in triumph above the coast they had so well defended. And Dover Castle, which from the days the Romans came has lived through so many turbulent centuries, weathered so many storms of war, withstood so many threats of invasion, looked out to sea as the enduring symbol of England's indomitable might.



In page 113 we reproduce a photograph of the determined Nazi dive-bombing raid on Dover, showing the attack in full swing. Junkers 87s have swooped on their targets, loosed salvos of bombs and zoomed away, while great fountains of spray leap into the air and the calm waters of the harbour heave and pitch so that the sheltering ships bob about like corks. Here is the same scene a moment or two later. Every boat is unharmed, exactly in the position it occupied in the earlier photograph—all the Nazis' audacity and high explosive have been wasted once again.
Photo, Exclusive to THE WAR ILLUSTRATED

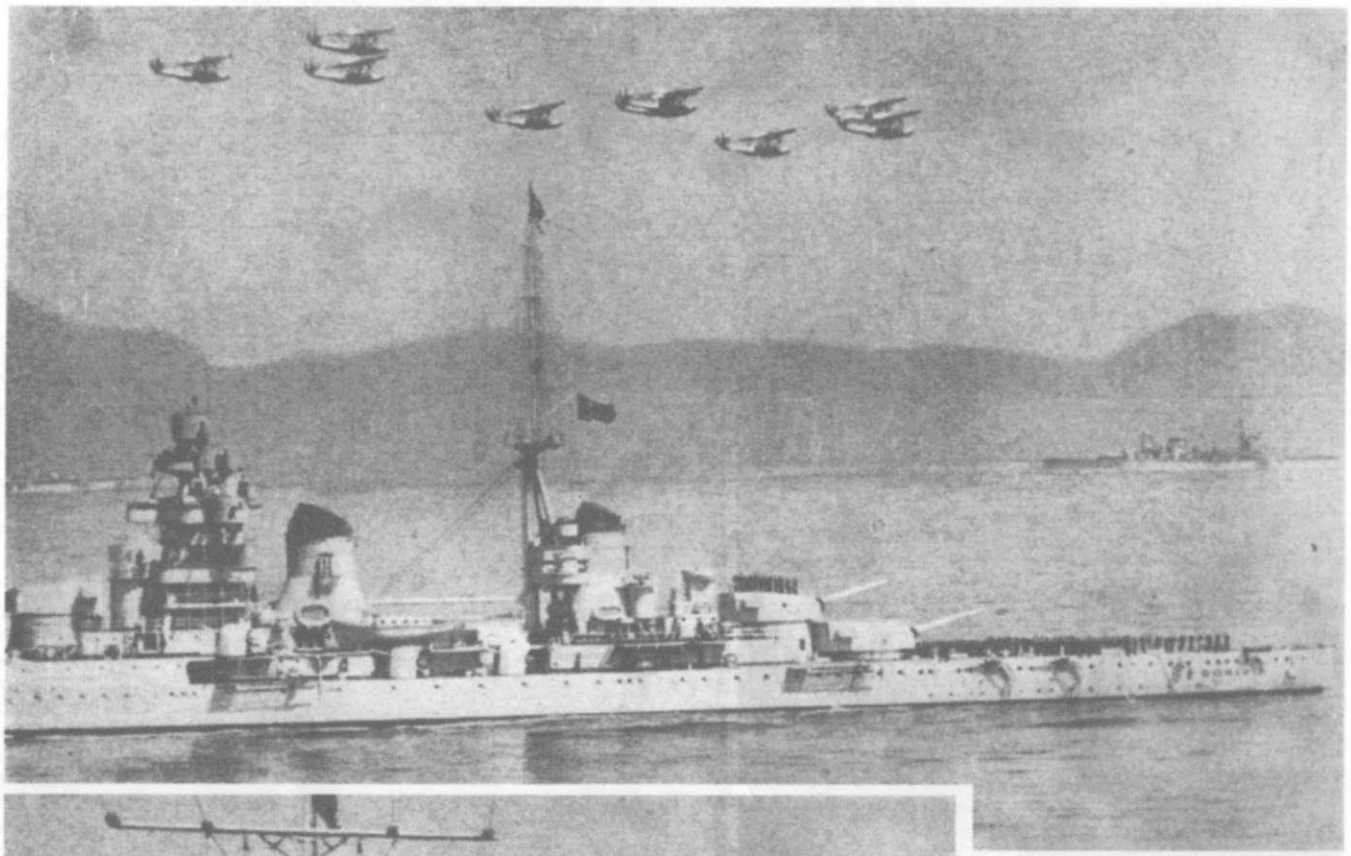
After the Greatest of All Battles in the Blue

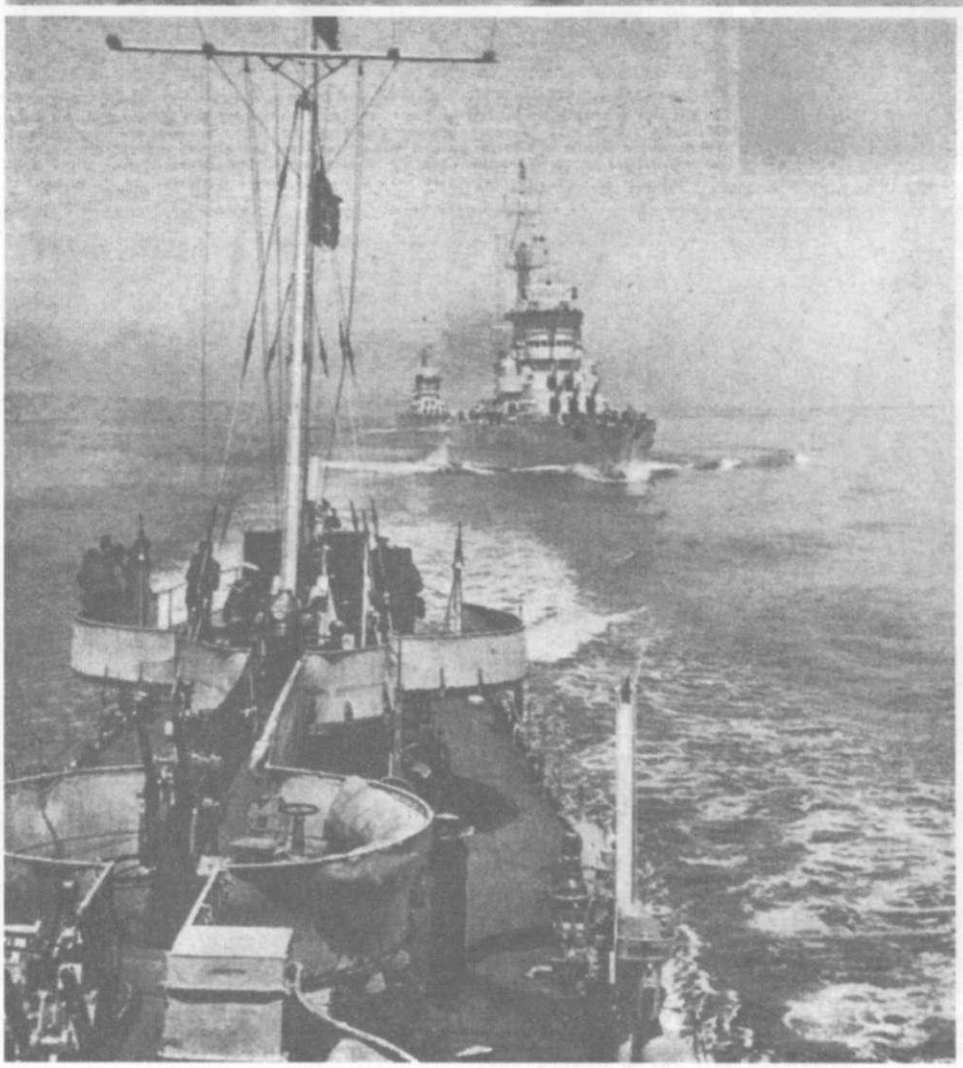


From the greatest aerial battle ever fought, that during the Dover raid on July 29, 1940, the British 'planes engaged returned to their base keeping excellent formation. Here are some on the way home after their ever-memorable victory when, in the space of 30 minutes, 17 Nazi aircraft were shot down. That day the raiders lost 14 bombers and 7 fighters.

This photograph and that in the centre show the smiling imperturbability of the pilots who had been up to fight the Nazi air armada. In one a pilot officer is showing a comrade, as evidence of his narrow escape, a bullet hole in his flying helmet (marked by arrow), as if it were all in a day's work. In the other a group of pilots are basking in the sun on their aerodrome and comparing notes on their battle experiences. *Photos. Fox*

Italy's Navy Is Not Spoiling for a Fight





Above is the Italian cruiser "Gorizia," one of a class of four of 10,000-ton warships carrying eight 8-in. guns. She is seen at a pre-war review with a flight of seaplanes flying over her. Left, the "Conte di Cavour," one of four reconstructed Italian battleships of 23,622 tons, carrying ten 12.6-in. guns; in the foreground is an auxiliary craft.

Photos, L.E.A.; International Graphic Press

THE Royal Italian Navy has not so far given a very good account of itself. On July 9, in the Mediterranean, two Italian battleships and a number of cruisers made off under cover of a smoke screen after one shell from a British capital ship had hit an Italian battleship (see page 92), while the sinking of the "Bartolomeo Colleoni" by H.M.A.S. "Sydney" on July 19 was admitted by one of the captured officers of the Italian ship to be due to the "cheek" of the Australian cruiser in attacking a ship that was technically her superior. In many of the units of the Italian Navy armament has been restricted to get lightness and speed, while in some cases more and heavier guns than the tonnage seems to warrant are carried. Thus, in the matter of design many Italian warships are faulty, according to British ideas. Another disadvantage of the Italian Navy is that about 60 per cent of the personnel are conscripts, thus leaving what is little more than a skeleton crew of fully-trained and experienced seamen. At the outbreak of war the Italian Fleet stood fifth in strength among the navies of the world, but the dispersal of the French Navy now puts it fourth. In "mosquito" craft, that is, torpedo-boats and motor torpedo-boats, it is exceptionally strong.

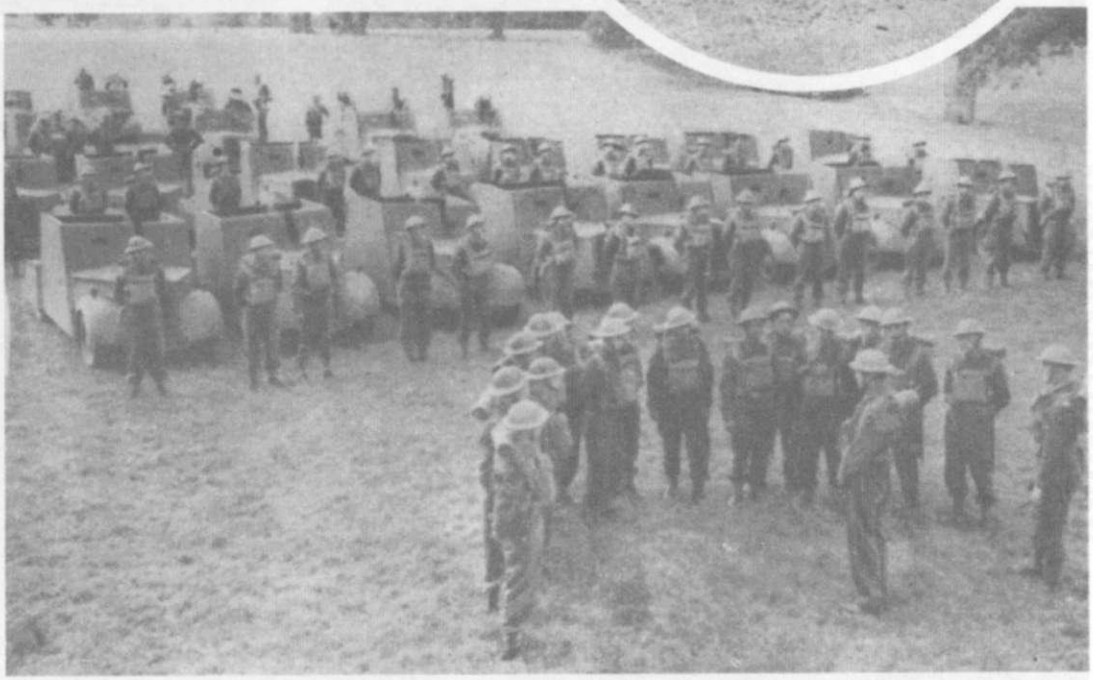
The Army at Home Has New 'Mosquito' Cars

Below is a close-up view of an "Ironside" with one of its crew. These little cars are not only very fast, but can negotiate the roughest country.

The German rush through the Low Countries and France proved the great value of small but extremely mobile mechanized units, and the British Army has profited by the lesson. The result is the new small armoured cars, nicknamed "Ironsides," with which a famous cavalry regiment has been equipped. In the photographs at the top of the page and at the foot, cars of this type are seen in action during exercises.

Above, men are leaping from their cars with their guns; while below, with the "Ironside" under cover of trees, they advance at the double. Right is a squadron of "Ironsides" with the crews lined up to receive instructions from their officer.

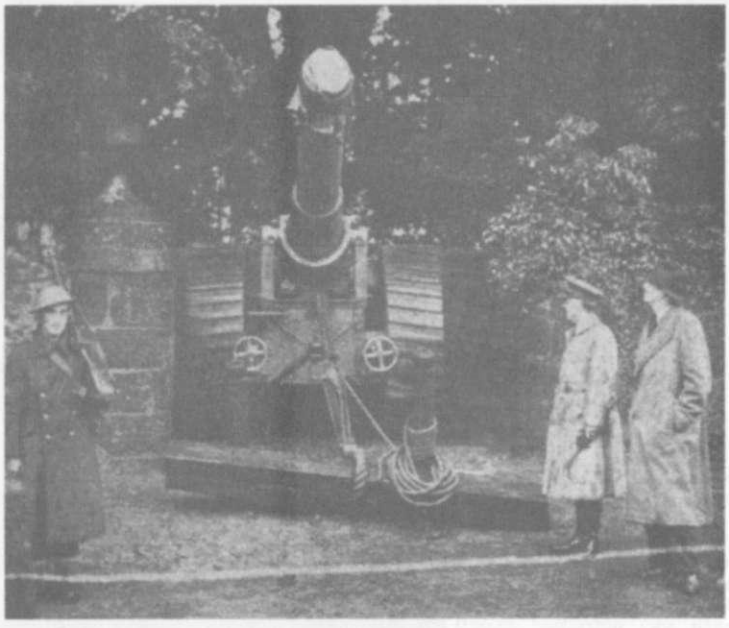
British Official Photographs; Crown Copyright



Britain's Gallant Defenders Are 'On Their Toes'

The men defending Britain's coast are "on their toes," and day by day practice is making them perfect in all the work that will be required of them in the event of invasion. Right are just a handful of the men that Nazis would find waiting for them at the top of the English cliffs.

Invaders would also get a hot welcome from such a strong point as that below. It is a pill-box carefully camouflaged, on the top of which a Bren gun is mounted to counter any attempt by dive-bombers to destroy the position.



The Secretary of State for War, Mr. Anthony Eden, visited various points in the British land defences in the week ending July 20. He is here seen inspecting a naval gun on a land mounting placed in a disused gateway. In front is the tackle by which the gun is drawn out from its camouflage among the trees.

There has been a marked increase in the number of enemy bombers brought down by British A.A. guns, and even when direct hits are not scored the terrific barrage put up is often more than the hostile aircraft can face. The photograph, left, shows an anti-aircraft gun with an imposing array of shells all ready for action.

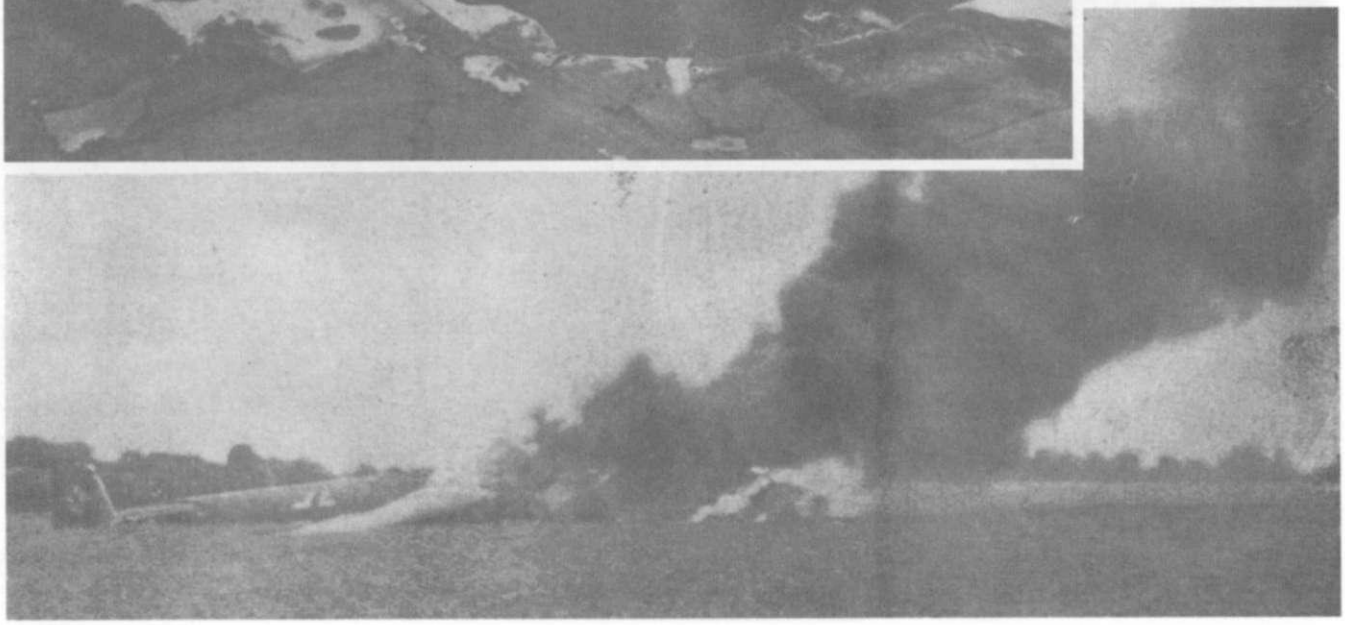
Photos, British Official: Crown Copyright, and G.P.U.

One of the 80 Raiders Destroyed in One Week

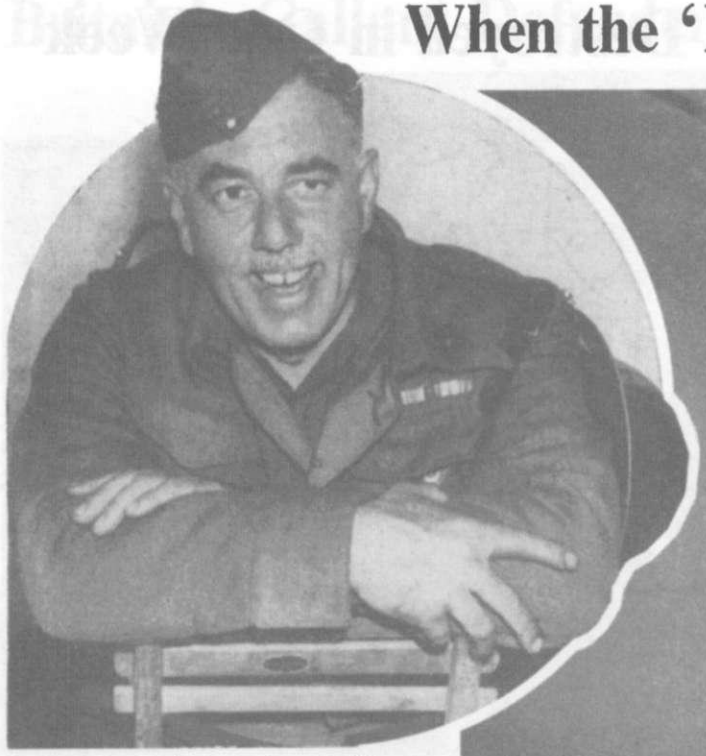
Survivors of the crew of the Dornier whose blazing end is illustrated in this page. The one above is a stretcher case, but the other (right) is probably suffering from nothing worse than shock. He seems surprised at being so well treated.

July's last weeks were black for Nazi bombers; in one day, July 25, no fewer than 28 'planes were brought down—up to then the record number for one day's bag—and four days later 25 were reported down, most of them in the battle above Dover harbour. In the period July 23-29 over 80 were destroyed. One of the victims was this Dornier 17M, whose crew of three were lucky to escape alive when the machine was shot down in flames. Below the 'plane is seen burning a minute or two after it hit the ground, while on the left is a close-up view of the front fuselage and one of the wings when the flames had burnt out, but smoke was still rising from the shattered frame and engine.

Photos, L.N.A.



When the 'Lancastria' Went Down Thes Men of the B.E.F.



LYING at anchor in the harbour of St. Nazaire, the giant Cunarder "Lancastria" was sunk on Monday, June 17, by a salvo of bombs dropped by Nazi warplanes. Before the war the "Lancastria" was one of the most famous of cruising liners, but for some time past she had been a troopship, and when she met her end she had just completed the embarkation of a large number of personnel of the B.E.F. and the R.A.F. in France. Altogether there were some 5,000 people on board, including some French refugees. Of these 2,477 are known to have been saved. The large photograph shows some of the survivors at the West Country port to which they were taken by the rescuing vessels. In circle above is Lt. R. Haynes, 50th Company, A.M.P.C., who with his company of 250 men got on the "Lancastria," but only 40 survived. The other photo shows injured survivors helping one another.

Photos exclusive to THE WAR ILLUSTRATED

Abyssinia May Soon Be Aflame With Revolt

For some time we have heard little of what is happening in Abyssinia, but now the country which four or five years ago filled the headlines is once more coming into the news. All the signs go to suggest that revolt against the Italian rule is imminent.

UNTIL it was dark the flying boat rocked at its moorings among the warships anchored in the great harbour of Alexandria. Then a boat put off and a slight figure, closely muffled in a cloak, was smuggled ashore, while an artificially-provoked commotion distracted the attention of inquisitive bystanders assembled on the quayside.

Through the dark streets the little party hurried to the Italian Yacht Club—taken over by the British authorities since the outbreak of Anglo-Italian hostilities—and there the man of mystery was taken into a washroom, where at three hours' notice officers of the R.A.F. had made hasty arrangements for his arrival. The muffling robes were thrown aside and there stood revealed in civilian dress His Imperial Majesty, Haile Selassie, Emperor of Abyssinia, who, after four years of exile, was now returning to his own country from England.

'I Will Be Wearing the Crown'

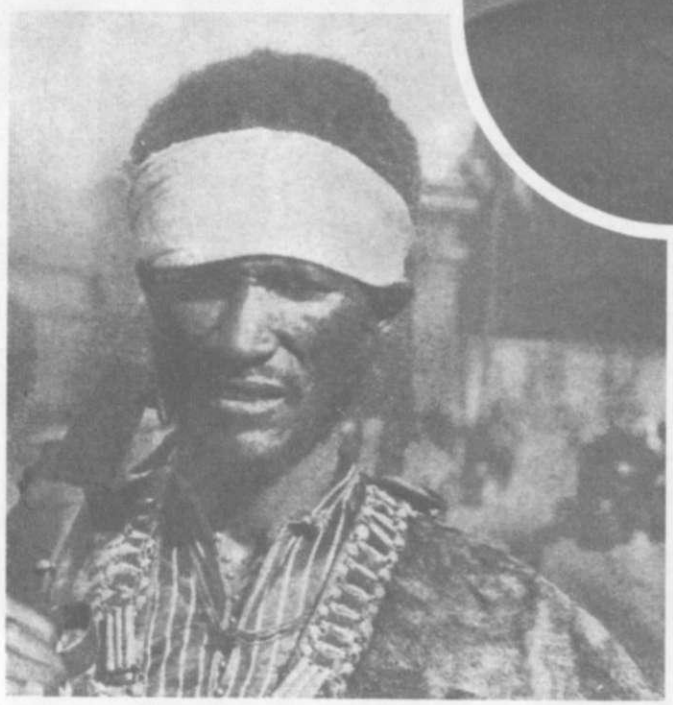
The Emperor made the first stage of his trip by flying straight across Nazi-occupied France in a 'plane provided by the British Government; he slept peacefully much of the time, curled up in his seat and wrapped in rugs. From Malta he flew on to Alexandria, and now for a few hours he laughed and joked with his British hosts—"I claim to be the only man who has entertained an Emperor in a washroom," said one of the senior officers afterwards—who toasted success to the Abyssinian campaign that was shortly to begin, in Italian Chianti brought up from the club's cellars. The Emperor invited his hosts to visit him at any time that they were passing through Addis Ababa, and to the pilot who brought him from England he gave a gold watch engraved with a crown. "When next you see me," he said, "I will be wearing the crown." He then changed into a brand-new, smartly cut uniform of an Ethiopian generalissimo, on which blazed all his many medals and decorations. After cordial farewells he muffled himself in his cloak again and followed a guide to the waiting 'plane. Soon he was on his way, and towards the end of July he was reported to have arrived in Khartoum, where a house was placed at his disposal by the Government of the Sudan. From there he proceeded to make contact with the chiefs in Abyssinia who had either stood out against the Italian invader or were only waiting a favourable opportunity to throw off the Italian yoke.

Since May, 1936, when Haile Selassie was driven from Addis Ababa, Abyssinia has been accounted part of the Italian Empire of East Africa. But the country has never been wholly subdued, although in the war itself the Italians employed an army of 500,000 men equipped with all the most modern war material and employing to the full poison gas and intensive bombing, and the army of occupation amounted at one time to as many as a quarter of a million men—and may still do so.

But Abyssinia is a vast country of 350,000 square miles—about six times the size of England and Wales—largely mountainous, some of it hardly explored, and most of it in a very backward stage of development, particularly in the matter of communications. Of its 7,000,000 people—Abyssinians proper or Amharas (about 2,000,000), Gallas, Somalis, Danakil, and negroes—many have never been brought under effective Italian rule; particularly in the western regions bordering on the Sudan the tribesfolk have maintained a state of isolated independence. The people as a whole have shown little inclination to adopt that Fascist culture which has been thrust upon them at the point of the bayonet, and that guerrilla warfare which has never completely died down will certainly be intensified now that Haile Selassie is once again within hail.

They Raid the Enemy for Arms

According to report Britain is providing arms and ammunition for the tribesmen who are revolting against Italian rule, and many thousands of Abyssinians have already armed themselves at the expense of the Italians. "It began in a small way," we are told by Miss Sylvia Pankhurst, who has done so much to keep alive the cause of Abyssinian independence. "The Italians had a small isolated post. One night a party of chiefs stole up, surprised the sentries, took their weapons, held up the rest of the garrison, and captured the twenty rifles in the fort and



In 1936 the Emperor Haile Selassie, centre, was driven from Abyssinia, where he had reigned for six years. Now, with British support, he is somewhere in the Sudan endeavouring to rally his old chiefs to revolt against Italian domination. News travels apace in Africa, yet some time must elapse before a feasible plan of revolt is worked out. In the lower photographs, taken before the Italian seizure of Abyssinia, are two warrior chiefs who may perhaps soon be in the firing-line again. *Photos, Hay Wrightson and Keystone*

Italy's New-Won Empire Trembling in the Balance

Italy's full energies were put into the building of roads as soon as she had overrun Abyssinia. Over 20,000 navvies were employed on the work, and here some of them, veiled against the all-pervading dust, are off to work. Right, the Italian viceroy harangues a crowd of natives.

Photos, Mondiale

all the ammunition. After that Italian convoys began mysteriously to disappear. They set out but never reached their destinations. The number of armed Abyssinians grew. It is still growing. Today the Italian rulers are afraid to go outside their fortified posts unless with heavily-guarded convoys, and even then they are ambushed and wiped out."

For some time past Ras Abeba Arragai, the chief who after Haile Selassie's departure carried on the struggle for national independence, has been making continuous headway, until today the whole of the north-west corner of the country, save for four or five towns, is under Abyssinian rule; there are also areas of resistance in the eastern and central regions, even within a hundred miles of Addis Ababa, where the Viceroy, the Duke of Aosta, who succeeded Graziani in 1937, has his headquarters.

Italians on the Defensive

True, the Abyssinians in revolt are faced by an enormous army of Italians vastly superior in equipment and training, but it must be remembered that the Italians in Abyssinia are in the position of a beleaguered force. No supplies can reach them from outside, and it is estimated that unless they are relieved, across the desert from Libya or from the Red Sea, they will be facing exhaustion by the end of the year. As things are, life has been rendered a constant nightmare for the Italians by the guerrilla attacks which have been of late increasing in number and intensity.

Four years ago the Abyssinians were the first victim of the Totalitarian States on the prowl; they were thrown to the Italian wolf because France and Britain believed that the dictators' appetite could be appeased by the sacrifice of other countries, other peoples, than their own. History may have to tell that it was the first victim which was the first to be restored.

The map shows the boundaries of Abyssinia old and new. The frontiers before the Italian conquest are given and also the readjustments made later when Mussolini believed that his triumph was complete.

'Off the Map' but the Village Has Gone to War

SINCE September 1939 the peaceful English countryside has undergone a dramatic transformation. Every village is now vigorously playing its part in Britain's war effort. Hamlets that once formed quiet, secluded communities have new populations and new interests —the tide of war has been felt in the remotest parts of Britain's countryside. Mansions and large houses, farms and cottages, have been filled with townspeople ; new faces have appeared in the village schoolroom and the "pub." War which produces strange, unexpected conditions and problems has brought fresh interests to thousands of countryfolk. The spirit of comradeship has been remarkable; a very real sense of unity has developed as a result of altered conditions and changing lives.

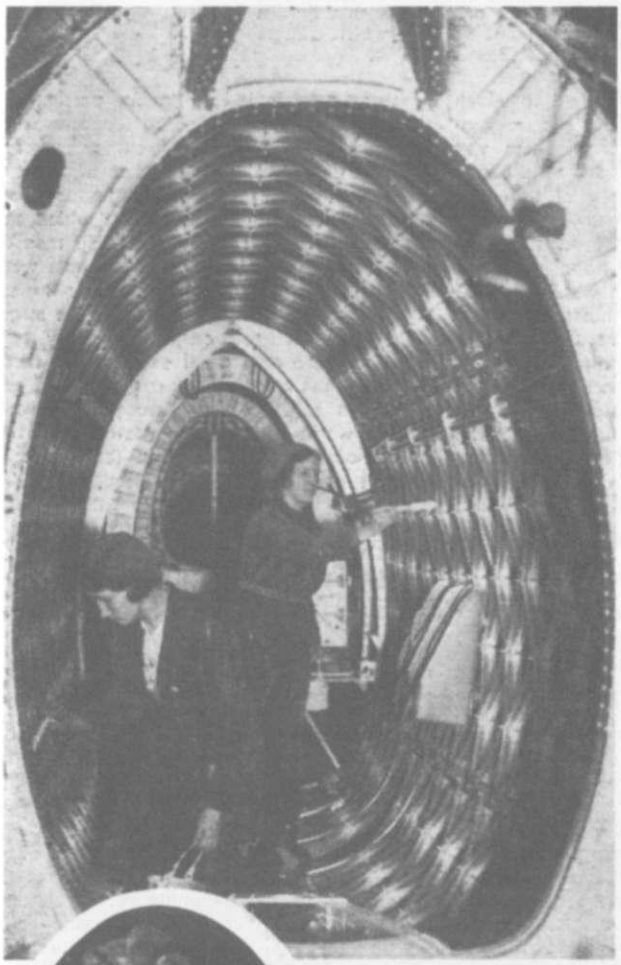
The three stalwarts of the village (top right) have enjoyed for years the shade of the elm tree. Now the tree has been cut down in connexion with defence measures, and here we see them contemplating the sawn-up trunk.

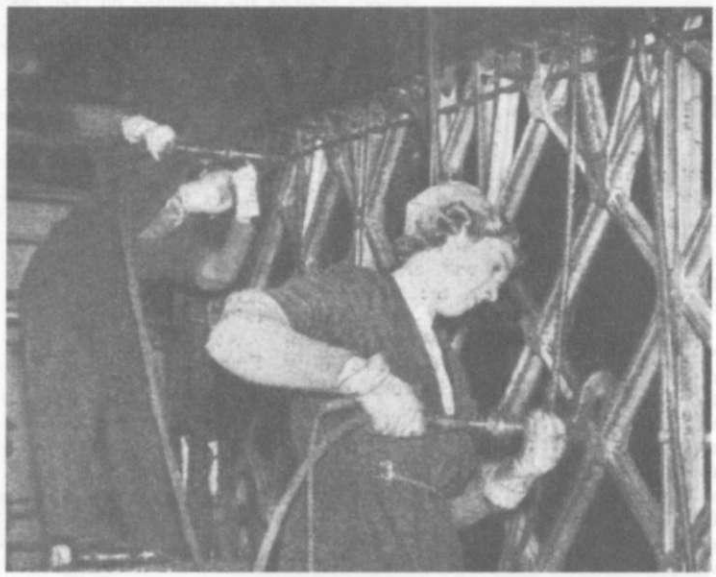
The air-raid warden has delivered 300 new filter pieces for the village gas-masks ; he is seen in circle fitting one of them. Across the village street this ancient lorry (above), laden with stones and concrete, forms a ready barricade.

The district postmaster, a veteran of the Boer War, is in the Home Guard. His companion, in the Home Guard also, is a groom. Here they are on their way to duty, passing the village green with its memorial and salvage heap.

Story and photos, "News Chronicle" ; exclusive to THE WAR ILLUSTRATED

Waitresses and Maids Make Big Bombers Now





In the finishing shop two girl workers, left, are painting and cellophaning the wooden strips in the inside of a fuselage that is nearing completion. Above, a panel of a 'plane is being riveted by two of the hands with pneumatic riveters.

HELPING to make the Wellington bomber—that lovely pattern of deadly efficiency which cruises the sky at 250 m.p.h., ranging 3,000 miles at a flight—is part of women's work in wartime. The Wellington is built on the geodetic principle (something like a curved metal skeleton) mostly of duralumin, and it is in the building-up of the component sections that the women are employed, and in later stages on the covering of wings and fuselage with canvas. These bomber-building women have a business-like uniform of their own. It is compulsory for the rank and file to wear dungarees—in the machine-shops blue, in the dope shops khaki, and so on. Inspectors wear green, supervisors white. Two sets of dungarees, two caps, and gloves are issued to them every year.

From story by John and Crystal Pudney in "News Chronicle"

A drilling machine, above, calls for careful work, and the young girl shown earns about £2 a week working 11½ hours a day. Right, a squad of needlewomen sewing the fabric on a wing. A special stitch similar to a lock-stitch is used, and this sewing is carried out entirely by women workers, whose numbers have vastly increased of late.

Photos, exclusive to THE WAR ILLUSTRATED

Hope Is a Luxury in the Nazi Prison Camps

For obvious reasons the Germans do their best to keep their prisoners of war hidden behind a thick veil of secrecy, but from time to time information leaks out which enables us to form some picture, however inadequate, of their sad plight.

Of all Europe's unhappy millions—and who in Hitler-ridden Europe can be really happy?—perhaps the most miserable are those whose life is the living hell of the German concentration camps. Hardly less miserable, however, can be the lot of the great host of soldiers who, after the excitements of war, are now compelled to languish behind the barbed wire of the prison camps.

There are hundreds of thousands of them, wearing the uniforms—ragged and dirty now—of all the defeated nations of the Continent. Poles and Norwegians, Dutch and Belgians and Frenchmen—they are all represented in the prison camps. In some, too, there are British soldiers, men who were wounded in the great retreat and had to be left behind or were surrounded like the gallant 51st Division when the line in France was overwhelmed by the German hordes.

Most numerous are the French soldiers who surrendered in crowds as soon as the news of the armistice negotiations reached the front. Before the close of the Battle of France the Germans claimed to have taken nearly a million prisoners, and that number may well have been exceeded.

Concentrated in prisoner-of-war camps in occupied France and in Germany, these unhappy *poilus* are living under conditions of extreme squalor, suffering the pangs of hunger, threatened by pestilence, tormented by half-healed wounds, and clothed in verminous rags. The filth of the camps was unbelievable, said Mr. J. L. Luhan of the American Hospital Ambulance Service, on his return from a visit to some of them a few weeks after the armistice. At a camp of 5,000 prisoners at St. Cloud, where Mr. Luhan distributed food, clothing, oranges, cigarettes, and drinks, the most pressing demand was for beef cubes, chocolate, and fresh bread. It seems that the prisoners were being given mouldy German bread instead of the fresh French bread to which they had been accustomed. The responsibility for maintaining the prisoners was laid on the French Government by a clause in the armistice, but the lack of transport and difficulties put in the way by the German authorities often prevented food from arriving at the camps. So poor were the supplies that Marshal Pétain was compelled to protest to the German authorities.

At the camp at St. Cloud a number of French negro troops were imprisoned, and the Germans, in accordance with their boasted sense of racial superiority, discriminated against them in every way. When the American visitors called the attention of a German doctor to an unattended case of strangulated hernia in a black colonial, they were told: "We must distinguish between black and white; the French must learn that."

No Release for French Prisoners

The Franco-German armistice brought release to those German soldiers who had been captured by the French, but not to the French taken prisoner by the Germans, who it was decreed should remain in German hands until the conclusion of peace. A week or two later a suggestion in a French paper that French prisoners should be released now that hostilities were over was denounced in a German semi-official statement as "a piece of unparalleled effrontery." Evidently, the statement continued, the French people had misunderstood German leniency, and had forgotten that after the last war it was years, and not weeks, before it was found convenient to begin the release of German prisoners.

Worse, even, than the plight of the French prisoners of war is that of the Poles, 700,000 of whom were transported to Germany in the weeks following the close of the Polish campaign in September 1939. The fate of these men is indeed tragic, particularly those who are interned in concentration camps in the Reich. Typical camps are those of Lansdorf, near Vienna, and Luckenwalde, near Berlin, where during the whole of the bitter winter the huts in which the Polish prisoners were detained—250 men to each hut—were unheated, no blankets were supplied, and the men spent their nights wrapped in overcoats and sleeping on straw which was changed only once every two months. The only food supplied to them was sugarless coffee and 6 ozs. of bread per head, but soldiers who were put to work sawing wood or digging potatoes received a supplementary ration of a few potatoes in the morning, one loaf of bread for three men at midday, and potatoes with a small quantity of coffee in the evening. No meat or fat was given to the prisoners, and their families in Poland were distressed by the constant demands for bread and fats which were received. So meagre were the rations that the half-starved unfortunates were reduced to gathering rotting cabbages, bones, garbage—anything, indeed, that was more or less edible.

After some months of this sort of treatment great numbers of the prisoners collapsed in health, when they were sent back to Poland. Often, we are told, they looked more like ghosts than human beings when they staggered out of the train; many of them were suffering from frostbite and were crippled for life. Their moral state was as bad as their physical, which is not surprising when one remembers the terrible conditions of their confinement, the inadequacy of their nourishment, the lack of warm clothing, the absence of the most elementary sanitary arrangements, of medical care and medicines, and many humiliations and the corporal and other punishments of every kind to which they were subjected just as the whims of their hard-faced warders dictated.

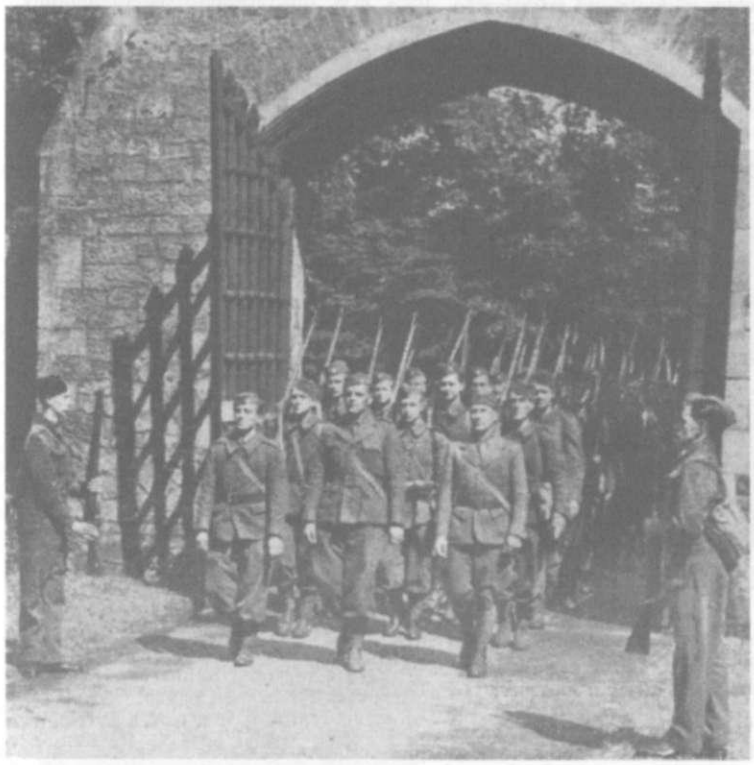
The terms of the Franco-German armistice provided for the release of all German prisoners of war. The French, however, were not treated with the same consideration, and here a long column of captive *poilus* are seen marching through a town on the road from Lille to Tournai.

Britain Still Has Brave and Faithful Allies

General Sikorski, C.-in-C. of the Polish forces, is receiving a gift of a German sub-machine-gun from some of his officers who took it from a Nazi parachute soldier near Narvik. Centre, the Duke of Kent with Polish officers while inspecting an R.A.F. training school in Scotland.

The morale and spirits of the Polish Army are high, and sing-songs of national music sustain their ardour. Here one of the songs is being recorded for broadcasting.

AMONG the Polish and Czech soldiers now in Britain are veterans of two campaigns, for many of the Poles fought in Norway and afterwards in France. The Czech Legion were with the French 7th Army and took part in the great retreat to the south. They embarked on French merchant ships, but after the Armistice had been signed at Compiègne they were ordered ashore. Eventually many of them were brought off by British warships, while others were taken on board an Egyptian merchant ship and eventually reached a British port. The Czech Government in Britain has now been officially recognized.



Typical of the fine Czech soldiers who are continuing the fight for freedom is this contingent entering a camp in Britain. Throughout their campaigns in Norway and France their padres have accompanied them, and shared all their dangers and hardships. *Photos, Keystone, Fox, Topical and Planet News*

OUR SEARCHLIGHT ON THE WAR NEWS

Czech Government Gets To Work

In a Mayfair house, 114, Park Street, W.1, Dr. Benes is setting up the machinery of the Provisional Czechoslovak Government, formally recognized by Britain on July 23. Within a day several members of the new Cabinet were sworn in, including M. Jan Masaryk, former Minister in London, who is to be Minister of Foreign Affairs. The main effort of the new Government will be the organization of Czech forces on land and in the air, so as to take their share in the defence of Britain and the defeat of Nazism. On July 26 Dr. Benes inspected and addressed the remnant of the Czech Legion, now withdrawn from France and collected in a camp in North-West England.

'Free French' Services in England

It is thought that one effect of the "Meknes" outrage will be to gain new recruits for the French armies now being reorganized in this country. In the South of England there is not only the great camp of the "Free French" soldiers, but another consisting of thousands of men of 42 nationalities under the command of French officers—the famous Foreign Legion.

In addition, the Admiralty has announced that a number of French warships which arrived in our ports before the signing of the Franco-German armistice are now being manned and prepared for sea by officers and men of the "Free French" naval forces, of which Admiral Muselier is the head. One such ship has already taken active part in recent successful operations.

The story of how French airmen reached this country after the capitulation has already been told. They are still arriving, and pilots of the French Armée de l'Air were stated to have participated with the R.A.F. in raids over Germany on July 21 and July 29.

Why Aerial Supremacy Will Come

In quality our airmen easily excel the Nazis, and there is good reason to believe that our machines are far better than any that Germany has yet put into the air. Only in numbers has Britain lagged behind hitherto, and here the tide will soon turn. Our home production is now double that of a year ago; aircraft production in Canada, too, has been doubled, and, as Lord Beaverbrook disclosed on July 25, the output of aircraft for Britain in the United States is to be increased by an additional 3,000 per month. Eleven thousand aeroplanes have been ordered in the U.S.A. by the British Purchasing Commission, and of these 2,800 have so far been delivered. Even allowing for the set-back due to the French débâcle, we are probably now making or receiving every month more aircraft than are being turned out in Germany. Moreover, our own production curve is rising steeply, whereas that for the German output must be falling. Our airmen are harassing enemy aircraft works by daily raids, and Britain's home defences take a steady and increasing toll of raiding aeroplanes. All these factors are making for that preponderance in the air which will allow Britain eventually to take up the offensive again.

'With Love From H. to M.'

Who can deny that when Dictators decide to give a present it is conceived on a big scale? Did not Hitler give Stalin half of Poland? He has now sent to Mussolini an anti-aircraft train equipped with sixteen guns. Formal presentation of the train was made at a station on the coast near Rome by the German General Ritter von Pohl, in the presence of many distinguished German and Italian representatives. The Duce remarked that the gift was "another proof of the indissoluble fraternity of arms binding the great German people to the Italian people in war and peace," and carefully tested all sixteen guns before returning to Rome.

It is to be hoped that his gunners will not repeat the mistake made both at Venice and Rome when agitated A.A. batteries fired at what proved to be their own bombers. . . . . Or is it?

America's 'Keep Out!' to the Nazis

At Havana, capital of the Republic of Cuba, the foreign ministers of the 21 American republics have just met as the Pan-American Conference. Economic problems were prominent on the agenda, but more important was what Mr. Cordell Hull described as "the threat to our security arising from activities directed from outside our hemisphere; an attempt to acquire domination of the Americas by foreign governments." Everyone knew that the U.S.A.'s Secretary of State was referring to the Nazis, and unanimous approval was given to the Act of Havana, one of whose clauses stated that no transfers of sovereignty of colonies of non-American countries in the Western hemisphere would be recognized or accepted. Moreover, steps might be taken by Pan-American countries to occupy such colonies as a temporary defence measure.

On July 23 the British Government recognized the Czech National Committee as a Provisional Czechoslovak Government, which will have its headquarters in London. Here Dr. Benes on the right watches a member of his Cabinet take the oath of office. *Photo, Planet News*

Heavy Losses of the Nazi Raiders

On July 25 our defences accounted for 28 German raiders, with the loss of only five of our fighters, and this was no isolated achievement: on July 11 we brought down 23; the next best was 21 shot down on July 20. On July 29 the enemy made a fierce attack on Dover, losing seventeen 'planes in the short space of half an hour. Since the first mass raids on Britain (June 18) 249 Nazi aircraft had been destroyed up to July 29, an average of nearly six a day.

Rumania's Unfriendly Attitude

Following the detention of three Rumanian vessels by the British authorities at Port Said, H.M. Government on July 29 lodged a formal protest in Bucharest against a series of measures taken recently by the Rumanian Government, all of which were designed to injure British interests. Restrictions were placed on the movements of British shipping in the Danube, British engineers and officials of the oil industry were expelled, and the British and Dutch-owned Astra Romana Oil Corporation virtually expropriated. All these acts, together with the summoning of the Rumanian Premier and the Foreign Minister to Berchtesgaden, mark an intensification of the Nazi drive to gain control of Rumania's oil industry. It was stated that the July shipments of oil to Germany would total about 180,000 tons, and that this purchase alone would suffice to keep 6,000 aeroplanes completely fuelled for more than a month.

Vice-Admiral Muselier has been appointed by General de Gaulle to the command of the French Naval and Air Forces that are still fighting side by side with Britain. *Photo, Central Press*

Strange 'Planes Over Britain

One of the twelve enemy aircraft brought down while raiding this country on July 24 was an American dive bomber, a Chance Voight 156, which had evidently been captured from the French. Such 'planes may soon be flown by British pilots in their raids over Germany. A few days earlier one of our Hurricanes shot down in the English Channel a Messerschmitt 110, which was probably the first Nazi fighter to be used against Britain as a bomber. It was designed as a twin-engined fighter, and by converting it into a bomber both its range and striking power must have been sacrificed, since the long-range tanks and probably the rear guns also would have been removed.

Deadly 'Speed Boats'

Motor torpedo craft, known as "E" boats, are being used by the Nazis to attack British convoys in the Channel. These small but deadly craft are, in a way, a development of the racing "speed boat." Revolutionary principles of design have made possible present-day types, which can attain a speed of more than 40 knots. But the M.T.B. is a fair-weather craft, and even then failed at Dunkirk.

I Was One of the Lucky Ones of the 51st

"Seeing that only a few hundreds out of 6,000 of the 51st Division got away from St. Valery," writes A. Borman, formerly a member of the staff of our publication "World War : 1914-18," and now a sergeant in the Royal Artillery, "I consider myself one of the most lucky." Here is his adventurous story, told exclusively to "The War Illustrated." For the full story of the Division see pages 86-87.

As a pre-war Territorial, I felt highly honoured when my battery was put in the 51st Division, which in the last war had so high a reputation for fighting spirit. After we went out to France we were on garrison duty in the Maginot Line, and even after the great offensive had begun we enjoyed ourselves for some weeks in the fight against the enemy. Then, quite suddenly, we were ordered to travel across France to try and break through the big bulge which had developed in the Allied line.

Much to our disgust, we were never able to do so, but our division lined up beside the French army on the Somme and defended Abbeville until the order came to retreat. Then we dropped back, all the time under heavy fire, until we got to that very charming little place, St. Valery-en-Caux (see photo in page 86).

The Germans held the town and, converted for the time being into infantry, my battery marched down the road and fought in St. Valery until we had captured it. We had rather an exciting time in the place as the Germans were giving us all they had with machine-guns, trench-mortars and field-guns; indeed, after a time, a little group of us, seventeen in all, lost touch with our unit altogether, and it felt then as if we were the only British soldiers in the town. Eventually we regained our unit, and news came through to us about midnight on June 11 that boats were on the way to take us off ; so, under the command of Major Mullens, we marched down to the harbour, where we were halted and told to about turn.

There we found that the boats we had expected would not be coming.

Then, to our amazement, Major Mullens marched us away from the harbour up a hill into a wood, where we waited from three o'clock in the morning until six. Then the major called us together and told us that he had very grave news indeed ; in fact, that most of the division had had to surrender. He himself, however, was determined not to surrender if he could help it, and any man who wished to follow him could do so at his own risk. With that he said, "I'm off!" and started running through the wood. Needless to say, we all followed him as closely as we could.

He led us for six miles under continuous machine-gun and trench-mortar fire, until eventually we arrived at a small village called Veules-les-Roses, where to our joy we discovered many British and French small craft. Even then we were still under very heavy fire from batteries mounted along the shore, and every man of us felt gratified indeed when one of H.M. destroyers arrived and answered them back very effectively.

Before long we were taken on board one or other of the waiting boats. Here I was not so lucky, for I got taken on board a French boat which went back to Cherbourg, where we remained for several more days engaged in the defence of the port. Eventually I got taken back to England in a coal boat to a South Coast port. The day after we arrived in England we were simply horrified to hear that France had capitulated.

Sir Michael Culme-Seymour, in command of the "Brazen," was promoted to the rank of Lieut.-Commander in 1939. The "Brazen" was his first command. A photograph of the destroyer appears in page 106.
Photo, Universal Pictorial Press

Sergeant A. Borman, whose stirring story is told in this page, was serving in the R.H.A. attached to the 51st Division.

We Made Sure the Captain Jumped, Too

Before she sank under terrific bombing, the destroyer "Brazen" (see page 106) shot down three German aircraft. The story of the ship's gallant fighting finish is here told by Leading Stoker Phillips who, with all his shipmates, was saved from the sinking ship.

LEADING Stoker Phillips spoke with admiration of the heroism of the crew of the "Brazen," who continued to fight on with the ship going down under them.

They took on about 50 German 'planes, brought down three, damaged another two so badly that they probably would not get home, and successfully drew the 'planes away from the convoy.

Despite merciless machine-gunning of the deck, every man on board was saved and only five were wounded.

Describing the end of the ship, Stoker Phillips said :

The ship began to sink amidships. The Germans dived on us continually with bombs and raked the decks with machine-guns.

Paddling about in water, the gunners kept up a continuous fire to such effect that two more German 'planes were unlikely to get home.

Another destroyer came up and, still under heavy fire, we began to get off our wounded. Some of them were terribly burned.

The rest of the crew went forward to try and balance the ship in the water. The other destroyer got a wire out and began to tow us, but our ship broke and many of the men found themselves in the water.

The captain was still on the bridge, and called for volunteers to try and save the ship. I was helping a wounded man off, so I stayed with some others who were still on board.

The captain had to get off the bridge, as it went under water, and then, as the rest of the ship went down, he gave the order to jump. We made sure that he jumped as well.

After swimming about in the water for some time the men were picked up and landed back in port.

On the jetty the captain told us he wanted us all to serve with him again, and I hope we all go, because it's a fine crew. We took the rap, but we certainly saved the convoy. When we had finished with Jerry they had no bombs left.—(*London "Evening News."*)

I WAS THERE!

We Swam in Oil When 'Lancastria' Sank

None of the sea disasters of the war is likely to surpass in human suffering the wreck of the troopship "Lancastria," which was bombed and sunk in St. Nazaire harbour on June 17. Here are some survivors' stories of the tragic and pitiable scenes they witnessed, and of coolness and heroism in the face of catastrophe.

THIS is the story an Army officer told.

I was on deck saying goodbye to two friends when the aeroplanes first came over. The 'planes were only 200 feet up. I thought they were British. Then the "Lancastria" was hit. As she went down I waited until her deck was awash, then stepped into the sea. I still had on my tin hat. It was just as well, because when we were all in the water the 'planes still went on dropping bombs. As they hit the sea their force lifted us right out of it.

The most dreadful thing was the cries of those who couldn't swim and there weren't enough lifebelts to go round. You heard, "Help me! I can't swim"—and you couldn't do anything.

But the courage shown was magnificent. Those who could swim sang as they swam.

I managed to get into a lifeboat, but it was soon so overcrowded that it turned turtle and we were all back in the sea. I clambered on the keel, holding a paddle I had somehow collected. With it I pulled more men up with me. But they all crowded to one end, and suddenly the keel up-ended and we were in the sea for the third time.

After that I started swimming and was picked up by a tug.

A member of the "Lancastria's" crew who tried to launch one of the lifeboats described the scenes on deck. He said:

As soon as we were struck I pushed my way through the mass of soldiers towards one of the lifeboats. Already it was full right up with men, and when I moved them the others all surged towards the boat hoping they would get a place aboard.

Just then the "Lancastria" gave a terrific lurch to port and all the men were thrown from one side of her to the other. I slid on my back down the deck, which was an enormous slant. I was flung into the sea, which can only be described as being one almost solid mass of men clinging together like flies and covered with thick black oil. Some of them were horribly burnt by the explosion, others were hanging on to debris, others were swimming until they finally sank; it was every man for himself.

All this time the three aeroplanes were still above us and they continually swooped and bombed the oily waters and their machine-gunners fired on the men struggling for their lives in the water.

Miss Fernande Tips, whose father is managing director of the Belgian branch of the Fairey Aviation Company, said:

I was with my mother, two brothers and a maid in the dining-room when the ship was bombed. We all wore lifebelts as we ate.

As each bomb fell all we could see was a sort of shadow, followed by thousands of splinters. Something hit me very hard in the eye and there was a terrific bang.

We tried to stick together. We went up slanting stairs to the deck. After that I lost trace of my mother and brothers. My mother swam about for three hours before she was picked up.

Captain R. Sharp, the "Lancastria's" commander, said:

I was in my cabin when the bombs hit us, all four in one salvo. I was on the bridge when the ship sank, and I was thrown into the water. I was supported for four hours by my lifebelt; then I saw one of my own ship's lifeboats in charge of Murphy, an Irish quartermaster, and McLeod, a Scottish quartermaster.

Murphy called to McLeod: "Holy smoke, there's the captain." There were a number of Frenchmen in the boat, and with their help they hauled me aboard.

I am a heavy man, and I was as slippery as an eel because of the oil on my clothes and the lifebelt.

Two Church Army workers, Sisters Troot and Chamley, said: Through an open porthole we saw a black cloud in the sky moving very fast. It turned out to be five or six aeroplanes which, as soon as they were over the ship, released bombs. We rushed on deck and, hearing the order "Women and children first," got into a lifeboat while men were sliding into the sea by ropes and others leapt overboard.

The German 'planes swept down and we saw the spurts as their bullets struck the water where men swam for their lives.

As our boat moved away from the side of the ship, soldiers watching through a port-hole saw that we were wearing our lifebelts. They shouted, "Give us a chance," and we took off the belts and flung them into the sea. The soldiers jumped in after them. We saw R.A.F. 'planes arrive and drop lifebelts.

When the first warship arrived there was a great cheer and cries of "The Navy's here." ("*Daily Express*" and *Press Association.*)

Sister Chamley, of the Church Army, photographed after her arrival in London, was one of two sisters who risked their lives to give a chance to the soldiers.

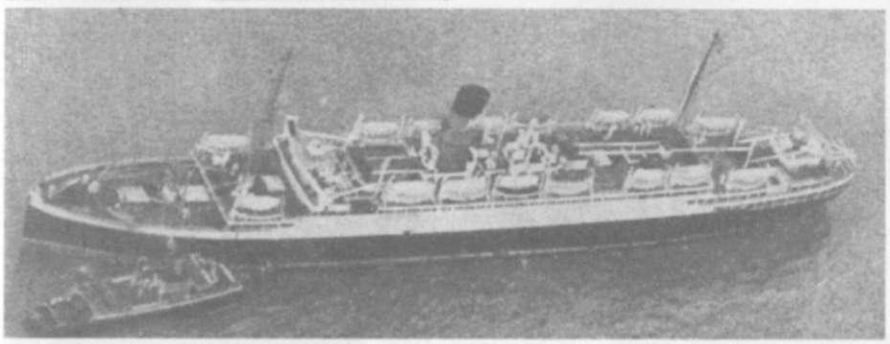
Photo, Topical

From the deck of a trawler, about 900 men of the survivors of the "Lancastria" were taken on board a transport. Here the trawler, so crowded as to render her unseaworthy, is alongside the transport.

I WAS THERE!

Men of the 'Lancastria' Gritted Their Teeth and Smiled at Death

Injured and uninjured survivors alike showed fortitude and courage. Men of the B.E.F. and the crew in every variety of garment smile despite the horrors behind them.



Though in pain, this badly-injured man of the "Lancastria," taking a drink, showed the same unbreakable spirit as his shipmates.

When the news arrived that a ship carrying survivors of the troopship "Lancastria" was approaching a West of England port, doctors, nurses, stretcher-bearers and ambulances were hurried to the docks. Left, is the scene when stretcher cases were being carried to the ambulances. Right, a group of the survivors, among whom is Mme. Tips (seated third from the front, right), whose daughter Fernande tells her story in page 136, and her two sons. Left centre is the "Lancastria," 16,432 tons, as she was before the war—a popular Cunard White Star liner.

Top and bottom photographs exclusive to THE WAR ILLUSTRATED

British Personalities of the War

Earl of Athlone, K.G., installed Governor-General of Canada on June 21, is a brother of Queen Mary. He married Princess Alice in 1904. Lord Athlone served in the Boer War, and during the last war he was mentioned twice in despatches. From 1923 to 1931 he was Governor-General of South Africa.

Wing-Commander Sir Louis Greig, appointed Personal Air Secretary to the Air Minister, Sir Archibald Sinclair, on July 28. A prisoner of war in 1914, he managed to get an exchange in time to watch the battle of Jutland from Jellicoe's flagship.

Mr. W. L. Stephenson, appointed Director-General of Equipment in the Ministry of Aircraft Production on July 23, is a Chairman of Woolworth & Co., Ltd. He will be concerned with additional fittings for aircraft, such as radio panels and other accessories.

Adm. Sir Andrew Cunningham, K.C.B., appointed Commander-in-Chief in the Mediterranean in 1939. He was Deputy Chief of Naval Staff and Lord Commissioner of the Admiralty, 1938-39. He commanded the Battle Cruiser Squadron and was second-in-command in the Mediterranean, 1937-38. Admiral Cunningham served in the first Great War from 1915 to 1918, and earned the D.S.O., with two bars.

General H. R. Pownall, appointed Inspector-General of the Home Guard on June 20, a new post necessitated by the growing importance of the volunteers. General Pownall was Chief of the General Staff under Viscount Gort in the B.E.F. He will now act under Lieut.-General Sir Alan Brooke, Commander-in-Chief of the Home Forces. General Pownall won the D.S.O. and M.C. during the last war.

Brigadier G. R. Pearkes, V.C., was appointed General Officer Commanding, First Canadian Division, on July 16. He went to Canada as a young man, and in 1909 joined the Royal North-West Mounted Police. Enlisting in the Canadian Expeditionary Force in 1914, he won the V.C. in 1918, and also holds the D.S.O. and M.C.

Sir (Percy) James Grigg, K.C.B., Permanent Under Secretary of State for War since 1939, is Chairman of the Standing Committee appointed on July 29 to consider the working of the War Office with a view to simplification for wartime conditions. He was Finance Member of the Government of India from 1934 to 1939.

Lieut.-General Sir Clive Liddell, K.C.B., was appointed Governor and Commander-in-Chief at Gibraltar in 1939. He entered the Army in 1902, and in the last war won the D.S.O. Sir Clive commanded the 8th Infantry Brigade, 1931-34; the 4th Division, 1935-37; and was Adjutant-General to the Forces, 1937-39.

Photos, Hay Wrightson, Vandyk, L.N.A., Evening Standard, Topical, Elliott & Fry, Howard Coster

The Army Wins Its First Victoria Crosses

It is a tragic fact that of the five Victoria Crosses as yet won during this war all but one were posthumously awarded. Of them one went to the Royal Navy and two to the Royal Air Force (see Vol. II, pages 631 and 654). Now two are allotted to soldiers who greatly distinguished themselves in actions before Dunkirk and on the Scheldt as told below.

OF all the great conflicts in history, this war is surely most noted for falsifying all reasonable predictions as to the course of events and for producing the "unexpected." It would have been a rash man to prophesy that nine long months of this vital struggle would elapse before the British Army won its first Victoria Cross. But so it was. It needed Dunkirk to produce the occasion and the men.

On July 30, 1940, the War Office announced that the highest British decoration for valour had been awarded for conduct in

Capt. Ervine-Andrews, V.C. who, during the retirement on Dunkirk at the end of May personally accounted for seventeen Nazis with his rifle alone. *Photo, "Daily Mirror"*

the field outstanding even at a time when brave deeds and heroic sacrifices were of hourly occurrence. The two soldiers singled out for such signal honour were:

Lieutenant (now Captain) Harold Marcus Ervine-Andrews, of the East Lancashire Regiment, and

The late Lance-Corporal Harry Nicholls, of the Grenadier Guards.

The dignified pages of the "London Gazette" glow with unwonted life and colour as they set forth the stirring story of these great deeds.

Capt. Ervine-Andrews won his V.C. "for most conspicuous gallantry on active service on the night of May 31-June 1, 1940." The official announcement continues:

Capt. Ervine-Andrews took over about 1,000 yards of the defences in front of Dunkirk.

His line extended along the Canal de Bergues, and the enemy attacked at dawn. For over 10 hours, notwithstanding intense artillery, mortar and machine-gun fire, and in the face of vastly superior enemy forces, Capt. Ervine-Andrews and his company held their position.

The enemy, however, succeeded in crossing the canal on both flanks, and, owing to superior enemy forces, a company of Capt. Ervine-Andrews' own battalion, which was dispatched to protect his flanks, was unable to gain contact with him.

There being danger of one of his platoons being driven in, he called for volunteers to fill the gap. Then, going forward, he climbed on to the top of a straw-roofed barn, from which he engaged the enemy with rifle and light automatic fire, though, at the time, the enemy were sending mortar-bombs and armour-piercing bullets through the roof.

Capt. Ervine-Andrews personally accounted for 17 of the enemy with his rifle and for many more with a Bren gun.

Later, when the house which he held had been shattered by enemy fire and set alight, and all his ammunition had been expended, he sent back his wounded in the remaining carrier.

He then collected the remaining eight men of his company from this forward position, and, when almost completely surrounded, led them back to the cover afforded by the company in the rear, swimming or wading up to the chin in water for over a mile.

Having brought all that remained of his company safely back, he once again took up position.

Throughout this action Capt. Ervine-Andrews displayed courage, tenacity, and devotion to duty worthy of the highest traditions of the British Army, and his magnificent example imbued his own troops with the dauntless fighting spirit which he himself displayed.

Born on July 29, 1911, Capt. Ervine-Andrews joined the East Lancashire Regiment and saw service during the North-West Frontier campaign in 1936-37. Here, too, he gained distinction being mentioned in dispatches. Safely evacuated from Dunkirk, he has now been appointed liaison officer at Cambridge airport.

His companion in honour, Lance-Corporal Nicholls, was twenty-five years old and a native of Nottingham. He was particularly keen on boxing and fought for his battalion in Army championships. Since the thrilling deeds which earned him his decoration, he has most regrettably been reported as having been killed in action.

The official account of Lance-Cpl. Nicholls' bravery says;

On May 21 Lance-Cpl. Nicholls was commanding a section in the right-forward platoon when the company was ordered to counter-attack.

At the very start of the advance he was wounded in the arm by shrapnel, but continued to lead his section forward.

As the company came over a small ridge the enemy opened heavy machine-gun fire at close range. Lance-Cpl. Nicholls, realizing the danger to the company, immediately seized a Bren gun and dashed forward towards the machine-guns, firing from the hip.

He succeeded in silencing first one machine-gun and then two other machine-guns, in spite of being again severely wounded.

Lance-Cpl. Nicholls then went on up to a higher piece of ground and engaged the German infantry massed behind, causing many casualties and continuing to fire until he had no more ammunition left. He was wounded at least four times in all; but absolutely refused to give in.

There is no doubt that his gallant action was instrumental in enabling his company to reach its objective and in causing the enemy to fall back across the River Scheldt.

This delightfully human photograph of the late Lance-Corporal Harry Nicholls, one of the Army's first two V.C.'s, was taken shortly before his death. He is seen with his wife and baby daughter at his home in Nottingham. Lance-Corporal Nicholls was wounded at least four times, but absolutely refused to give in. *Photo, "Daily Mirror"*

OUR DIARY OF THE WAR

WEDNESDAY, JULY 24 *326th day*

On the Sea—German warship torpedoed in North Sea by Swordship aircraft of Fleet Air Arm.

British motor torpedo-boat sighted six enemy M.T.B.'s and engaged them. Enemy made off, but at least one was hit.

News was released of sinking on June 17 of liner "Lancastria" which was bombed by enemy aircraft off St. Nazaire during final evacuation of B.E.F. Death roll of about 2,500, mostly British soldiers.

In the Air—R.A.F. made night raids on docks at Emden, Wilhelmshaven and Hamburg, aircraft factories at Wismar and Wenzendorf, and seaplane bases at Borkum and Texel.

Haifa bombed by hostile aircraft causing an oil fire; 46 people killed and 88 injured.

War Against Italy—R.A.F. bombers successfully attacked ammunition dump south of Bardia, Libya. Patrolling Gladiators shot down four enemy fighters and disabled a fifth. Hangars at Macaaca damaged.

Home Front.—Twelve enemy aircraft, including an American dive-bomber captured from the French, destroyed in and around Britain. Biggest air battle was fought off S.E. coast.

Rumania—Rumanian Government took over control of Astra Romana Oil Company, owned by British and Dutch interests.

THURSDAY, JULY 25 *327th day*

On the Sea—French merchant ship "Meknes," repatriating 1,300 French naval officers and men, sunk off Portland during night of July 24-25 by enemy motor torpedo-boat. Over 300 missing.

Admiralty announced that H.M. trawlers "Kingston Galena" and "Rodino" have been lost through enemy action.

Italy admitted loss of another submarine, the 16th.

Portuguese steamer "Alfa" reported sunk by German 'planes on July 15.

In the Air—R.A.F. made night raids on oil supplies, aircraft factories and aerodromes in North-West Germany and Holland. Hamburg docks and the Dortmund-Ems canal were also attacked.

Announced that in last three months R.A.F. had made more than 1,000 large-scale raids into Germany and German-occupied territory.

War Against Italy—Eritrean ports of Massawa and Assab were attacked by R.A.F. bombers. Four raids made on Macaaca.

Home Front—During air attacks on Channel convoy five small vessels were sunk and five others damaged. Nine enemy torpedo-boats then attacked but were engaged and chased away by two British destroyers and two M.T.B.'s. These were in turn attacked by German dive-bombers and both destroyers received some damage.

Twenty-eight enemy aircraft destroyed during widespread attacks on shipping in Channel and round other parts of the coast.

Rumania—Obeying Hitler's summons, Rumanian Premier, M. Gigurtu, and Foreign Minister arrived at Berchtesgaden.

General—Red Cross Sale at Christie's closed after realizing £84,023.

FRIDAY, JULY 26 *328th day*

On the Sea—Admiralty announced that H.M. trawler "Fleming" had been lost in action between two trawlers and four German dive-bombers.

In the Air—R.A.F. made daylight raids on Dortmund power station and Dutch aerodromes of Schiphol and Waalhaven. Owing to adverse weather conditions, night raids were confined to attacks on oil depots at Cherbourg, St. Nazaire, and Nantes.

Gibraltar suffered bombing attacks, but only slight damage was done. No casualties.

War Against Italy—Raid by R.A.F. bombers on Derna aerodrome, Libya, resulted in damage to six enemy aircraft. Successful attacks were carried out on Assab, Eritrea.

Italian aircraft bombed Mersa Matruh six times. Four casualties and slight damage.

Home Front—During the night German bombers were reported over S.E. England. Other districts raided were S.W. England and Wales. Air fight took place off Northern Ireland when convoy was attacked. At least four raiders shot down by home air defences.

Balkans—Rumanian Premier and Foreign Minister had "talks" with Hitler and Ribbentrop. They left the same evening for Rome. Stated that Rumanian merchant ship and two tankers have been detained by British authorities at Port Said.

Bulgarian Premier and Foreign Minister arrived at Salzburg.

General—M. Avenol resigned office of Secretary-General of League of Nations.

SATURDAY, JULY 27 *329th day*

On the Sea—Coastal Command aircraft successfully bombed enemy supply ship off Norwegian coast. Another left in sinking condition off Dutch coast.

In the Air—R.A.F. bombed Nordsee Canal, N. Holland, barges at Stavoren, in Friesland,

Sunk without warning by a German motor torpedo-boat on July 25 the French liner "Meknes" was taking repatriated French sailors back to France with all lights on and the French flag illuminated. Nine officers and 374 men were reported missing out of 1,277 on board.
Photo, "News Chronicle"

oil depots at Hamburg and Amsterdam, docks at Wilhelmshaven and Bremen, and eight enemy aerodromes in Holland and Germany.

Enemy bombers made three raids on Malta, but damage was slight.

Home Front—During night of July 26-27 a bomber was brought down off S.E. coast. Four daylight raiders, including a seaplane, shot down. Night raids were on a small scale, chiefly in areas of Wales and S.W. England.

Empire—Sydney radio announced that a total of 125,000 men had volunteered for the Royal Australian Air Force.

Balkans—Hitler received Bulgarian Premier and Foreign Minister at Berchtesgaden.

Rumanian Premier and Foreign Minister had conversations with Mussolini and Ciano at Rome.

Japan—Eleven prominent British subjects detained by Japanese gendarmerie.

SUNDAY, JULY 28 *330th day*

In the Air—Four enemy aeroplanes were brought down off Malta by R.A.F.

Three raids in preceding 30 hours were reported from Alexandria. Aden was raided, but damage done was superficial.

During the night of July 28-29 the R.A.F. bombed German oil tanks at Cherbourg and seventeen aerodromes in Germany, Holland, Belgium, and Northern France

War Against Italy—Air operations over Libya, East Africa, and the Mediterranean resulted in the destruction of nine Italian 'planes.

French pilots and crews with the R.A.F. carried out reconnaissance over Diredawa, Abyssinia.

Home Front—Nine German aircraft destroyed in fights over and around our coasts. At least 70 aircraft took part in aerial engagements over countryside of S.E. England at a great height; in this combat five enemy fighters were shot down.

Enemy bomber shot down off S.W. coast, and a second one in S.E. England.

Empire—Reported that first Royal Canadian Air Force fighter squadron, fully equipped, had reached England.

France—Nazis stopped at 5 a.m. all traffic between occupied and unoccupied areas, trains being held up at Moulins.

General—Hitler received Dr. Tiso, President of Slovak Republic, and the Slovak Premier at Berchtesgaden.

Earl of Perth resigned his post as chief adviser on foreign publicity to Ministry of Information.

MONDAY, JULY 29 *331st day*

On the Sea—H.M.S. "Guillemot," a patrol vessel, shot down a German dive-bomber.

Admiralty announced that H.M. destroyer "Wren" had been lost in action with enemy aircraft, during which H.M.S. "Montrose" shot down two enemy bombers.

In the Air—R.A.F. bombers made daylight raids over Germany and the Low Countries. Barges were hit at Emden and Hamburg, and aerodromes in Germany and Holland were attacked.

During the night of July 29-30 R.A.F. bombers, accompanied by French airmen, attacked oil refineries, shipping, and road and rail communications in North West Germany, the Ruhr and the Low Countries.

Following announcement that German seaplanes marked with Red Cross had been used for reconnaissance work, the British Government warned the German Government that ambulance aircraft which do not comply with the requirements of the Red Cross Convention do so at their peril.

Italian aircraft raided Aden, causing negligible damage and nineteen casualties.

Home Front—In a big air attack on Dover Harbour, seventeen of the eighty German 'planes engaged were brought down in half an hour; four more German 'planes destroyed off our coasts during the day.

Secretary of State for War announced that standing committee of business men had been set up to consider reorganization of War Office procedure.

Empire—Announced that a strong contingent of troops from South Africa had arrived in Kenya.

Japan—Japanese Foreign Office issued statement accusing arrested British subjects of espionage.

Rumania—British Note delivered in Bucharest protesting against Rumanian interference with British oil interests.

TUESDAY, JULY 30 *332nd day*

First Army V.C.'s—Announced that Victoria Crosses have been awarded to Lt. (now Capt.) H. M. Ervine-Andrews, East Lancashire Regiment and (posthumously) to Lance-Cpl. H. Nicholls, Grenadier Guards